

The Minnesota guide. A handbook of information for the travelers, pleasure seekers and immigrants..

606 1663

[*Second Year of Publication.*]

The MINNESOTA GUIDE.

A hand Book of Information for the Travelers, Pleasure Seekers and Immigrants, concerning all Routes of Travel to and in the State; Sketches of the Towns and Cities on the same, etc., etc., etc. SAINT PAUL: PUBLISHED BY E.H. BURRITT & CO. 1869.

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THE MINNESOTA GUIDE.

A HAND BOOK OF INFORMATION FOR THE TRAVELERS, PLEASURE SEEKERS AND IMMIGRANTS, CONCERNING ALL ROUTES OF TRAVEL TO AND IN THE STATE; SKETCHES OF THE TOWNS AND CITIES ON THE SAME, ETC., ETC., ETC. edited by

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PREFACE.

W.H.B.

The publishers of the Minnesota Guide herewith present the second year's edition of their work. The very flattering reception which the first issue, for 1868, met with, showing not only the need of such a work, but that the "Minnesota Guide" filled the want, has inducted the publishers to continue it as a permanent publication. The matter, arranged under the editorial supervision of Mr. J. F. Williams, Secretary of the Historical Society, has been greatly increased and rendered more full and complete. The descriptions and statistics have been brought down to the latest day, and great pains taken to make the work accurate and reliable. The publishers now issue it as the most full, complete and valuable guide book relating to this State.

1869. SEASON ARRANGEMENT. 1869. Northern Line Packet Co. ONLY THROUGH DAILY LINE OF **PASSENGER STEAMERS** Without change of Boat between St. Louis,

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Rock Island and Davenport, and St. Paul, consisting of **12** splendid side-wheel Steamers. THOS. H. GRIFFITH, Secretary. JAMES WARD, President. I. M. Mason, Freight Agent. Thos. J. Buford, Superintendent. **J. H. SANDERS, Agent, St. Paul.**

1869. SEASON ARRANGEMENT. 1869. Northwestern Union Packet Co. Regular U.S. Mail and Rail Road Passenger Line.

One of the splendid, first class, fast running Side-Wheel Steamers of this Line will leave St. Paul every morning, Sundays included, for La Crosse, Prairie du Chien, Dunleith and St. Louis, touching at all Intermediate Landings, and making close connection with ALL RAIL ROUTES touching the river between St. Paul and St. Louis for all points East, West and South.

Through Tickets for passengers given to ALL POINTS on the Chippewa, St. Croix, Minnesota and Mississippi Rivers. A Tri-Weekly Line will run between SAINT PAUL AND TAYLORS FALLS, touching at all intermediate points, leaves Saint Paul every Monday, Wednesday and Friday. Persons traveling on this route will enjoy the Picturesque Scenery of the St. Croix, the "Dalles" of which are pronounced equal to the Palisades of the Hudson **General Offices, Lower Levee, St. Paul Minn.**

MINNESOTA.

Minnesota, the 32d State of the Union in order of admission, derives its name from its principal river, the *Minisotah*, a Dakota word signifying "sky-tinted water."

GEOGRAPHICAL.

The State extends from 43½ deg. of north latitude to 49 deg., and from 89 deg. 29 min. to 97 deg. 5 min. of west longitude. The northern boundary is the British Possessions, and the southern, the State of Iowa; on the east the State of Wisconsin, and on the west

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Dakota Territory. The estimated area of the State is 84,000 squares miles, or about 53,760,000 acres.

Geographically, Minnesota is situated almost in the centre of the continent, nearly midway between Hudson's Bay and the Gulf of Mexico, and the Atlantic and Pacific Oceans. It is the summit of the continent also. From its surface the lakes flow northward, eastward, southward and westward. The source of the Mississippi, in its centre, is 1680 feet above the sea.

SURFACE OF THE COUNTRY.

The general surface of the State is undulating, composed mostly of gently rolling prairies, but quite, well intersected with streams, valleys, flats and "bluffs." Near the larger streams there are some broken lands and deep ravines, but there is but a small proportion of the land that is not tillable. There are no mountains in the State, and no hill or bluff over 400 feet in height. The area is all well drained, however, and there are no flat, swampy regions of any considerable extent.

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THE SOIL.

The soil of Minnesota is a rich, warm loam, and its fertility is attested by its remarkable crops. It withstands long continued droughts without affecting its productiveness, while in wet seasons the rolling nature of the country gives natural drainage. It is possessed of a strong, forcing nature, that in the growing season hurries crops to maturity with surprising rapidity, so that although the seasons sometimes commence late, crops ripen at the same date as in States several degrees farther south. The land requires no manure—even those tracts which have been cropped continuously for twenty-five years.

RIVERS AND STREAMS.

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The Mississippi, the principal navigable stream in the State, rises in Lake Itasca, and flows in a south-easterly direction for 900 miles, of which 732 miles were wholly within the State. The Mississippi is navigable for large boats to the mouth of the Minnesota river, and above the Falls of St. Anthony for a smaller class of boats for some 300 or 400 miles farther.

The Minnesota River rises in Big Stone Lake, and sweeping in a south-easterly course for 300 miles, heads in a north-easterly direction, which it holds until it empties into Mississippi at Fort Snelling. It is navigable for boats of considerable size, during a good stage of water, for 295 miles from its mouth.

The Saint Croix River rises in the northern part of Wisconsin and flowing southwardly, forming a part of the eastern boundary of the State empties into the Mississippi 55 miles below the Falls of St. Anthony. It is navigable for steamers 60 miles from the mouth.

The Red River of the North rises (through one of its branches) in Lake Traverse, and flows northward, forming the western boundary of the State for over 300 miles. It is navigable for steamers as far up as Breckenridge, at the mouth of the Bois de Sioux River, and they can descend with but one interruption, to Hudson's Bay.

The Cannon and Zumbro Rivers emptying into the Mississippi, it is said can be made navigable with slight improvement.

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The St. Louis River, emptying into Lake Superior, is navigable as far as its Falls for steamers.

Among the larger streams not navigable, but valuable for lumbering, are the Rum (or St. Francis,) Elk, Sunrise and Snake; for manufacturing, the Vermillion, Cannon, Crow, Root, Blue Earth, Le Sueur, Watonwan, Sauk, &c. All these rivers have smaller tributaries,

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the latter in turn fed by numerous creeks, penetrating every section of the State, and furnishing abundance of water power everywhere.

LAKE COAST.

Minnesota has also 150 miles of lake coast, connecting her with the great system of northern lakes. Duluth, the terminus of the Lake Superior and Mississippi R.R., and soon to be a large and flourishing city, has no one of the best natural harbors and breakwaters on any of the lakes.

LAKES.

In addition to her splendid system of rivers and streams, Minnesota contains innumerable lakes of every size, thus rendering her the best watered State in America. The number of these lakes is incredible. In some sections of the State one is never out of sight of them. They are found in the open prairie and in the heavy forest, and constitute everywhere a beautiful and picturesque feature of the landscape, thus giving Minnesota its pre-eminence of lovely scenery. They have every variety of shape outline and size. Generally, however, they have a smooth pebbly beach, and hard bottom, with clear cold water of great depth. They all abound in the finest fish, and are the resort of myriads of wild fowl, making them thus the favorite spot for sportsmen.

TIMBER-THE PINERIES.

Though generally called a "Prairie State", few Western States are better supplied with timber than Minnesota. Its Pineries are very extensive, and constitute an important element of its wealth. The pine forests cover a large part of the State, and reach in a heavy body from Lake Superior west to Otter Tail Lake, and as far south as lat. 46 deg. Such extensive pineries must constitute a source of wealth for generations. A large amount of capital is embarked in the lumbering business. In 1868 there were exported 249,267,918 feet of logs, and the market value is estimated at \$3,750,000.

The "Big Woods," as they are termed, is an immense forest of heavy timber, in the central part of the State, covering an area of about 5,000 square miles. Other large bodies of timber exist in various portions of the State, and nearly all the streams are fringed with timber. Much of what is called prairie is in reality "oak openings," or thin timber, with wood sufficient for settlers' use. The prevailing varieties are oak, walnut, (white and black) elm, cottonwood, maple, hickory, ash, &c. Great quantities of maple sugar are made from the forests of maple that abound everywhere. Wherever prairie fires are checked, forests spring up spontaneously.

CLIMATE.

The climate is the principal boast of Minnesota. It is claimed to be "the healthiest in the world." The testimony of thousands of cured invalids, and the experience and statistics of twenty years, confirm this.

The eminent Dr. Horace Bushnell, of Hartford, Conn., after spending a year in Cuba and another in California, without any permanent benefit, spent a year in Minnesota, and recovered. In a published letter he says: "I have known of very remarkable cases of recovery there which had seemed to be hopeless. One, of a gentleman who was carried ashore on a litter, and became a hearty, robust man. Another who told me he had even coughed up bits of his lung of the size of a walnut, was then, seven or eight months after, a perfectly sound-looking, well-set man, with no cough at all. I fell in with somebody every few days who had come there and been restored."

Many of our most prominent business men, whom no one would now take for invalids, belong to the above class. Almost any one who has resided here for any length of time can refer to numbers now enjoying ordinary health, who on first coming here were considered hopelessly gone with consumption, or other chronic disease.

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Minnesota is entirely exempt from *malaria*, and consequently from the numerous diseases known to arise from it, such as chills and fever, autumnal fevers, *ague cake* or enlarged spleen, enlargement of the liver, &c., dropsy, diseases of the kidneys, affections of the eye, and various billious diseases, and derangements of the stomach and bowels.

Diarrhea and dysentery are not so prevalent as in warmer latitudes, and are of a milder type. Pneumonia and typhoid fever are very seldom met with, and then merely as sporadic cases.

The cholera which almost decimated cities lower down on the Mississippi in 1866, was unknown here.

Actual Mortality. —the census of 1860 showed the mortality of Minnesota to be 1 in 155; Oregon 1 in 209; California 1 in 102; Wisconsin 1 in 108; Utah 1 in 102. These are the healthiest States in the Union, and were it not for the large number of invalids who come here too far gone to recover, and die here, Minnesota would show less mortality than Oregon.

In the City of St. Paul, containing eighteen thousand people, according to the report of Dr. Mattocks, health officer, there were in the year 1867, 272 deaths, being one in 66, or 1.51 per cent, a ratio less than that of any city in the universe! The St. Paul *Pioneer*, in publishing the mortality of the year, says.—“When we consider that our city is a hospital for invalids, even these figures rob it of its real meed of praise. A very large proportion of the persons dying in the city are strangers, who have come here sick and almost dying, to receive the benefits of our salubrious climate, but only to linger a few months and then cease the struggle. The city is constantly filled with them in all stages of disease. Excluding these (and they should be excluded) from our table of mortality, and counting only the deaths in our regular residents, would reduce the deaths to less than 1 per cent. of the population.”

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Causes of Healthfulness. —Fist may be cited the absence of malaria; 2d. The invigorating prairie breezes which keep the air pure and dry, and relieve the oppressive heats of summer; 3d. Dryness of the atmosphere. Moisture is a powerful agent in generating disease. The winters are cold, and dry and steady in 10 temperature. The mean annual deposit of moisture in Minnesota is 25 inches; Wisconsin 30 to 49; Iowa 25 to 42; Indiana, Illinois, Ohio, Missouri, 42 to 48; Kentucky, Tennessee, 50; Canada 34 to 36; New England and New York 32 to 45; Pennsylvania 36; Arkansas, Louisiana, Alabama and Mississippi 55 to 63; Delaware, Maryland and Virginia 40 to 42.

The Winter Temperature. —The popular impression that the further north you go the colder it gets, is an erroneous one. The rule is open to many exceptions. The configuration of the earth is such, that owing to mountain ranges, vast sandy plains, large inland bodies of water, &c., the isothermal, or heat lines, are deflected several degrees north or south, *thus giving places a thousand miles apart the same temperature*. Thus places in the same latitude of the Saskatchewan river, (latitude 51 deg.N.) enjoy the same annual mean temperature as places in the latitude of Forth Union, (latitude 37 deg N.) a thousand miles south of it. Minnesota, owing to the large lakes east and north of it, and the vast arid plains, extending from latitude 35 deg. to latitude 47 deg. west of it, enjoys a mean spring temperature of 45 deg., warmer than Chicago 2½ deg. south of it, and equal to Southern Michigan, Central New York, and Massachusetts.

AGRICULTURAL RESOURCES.

Blessed with her fine even climate and rich soil, Minnesota is favorably situated for agriculture, and her harvests are unusually large. The yields the past three years (as near as can be ascertained from the assessors' returns) are as follows:

1866.	1867.	1868.	Whole No.	acres under cultivation	895,412	1,092,593	1,382,690
No.	acres in wheat	547,581	683,784	908,500	Total product of wheat	7,221,442	10,014,828
16,125,875	No.	acres in corn	88,183	100,648	115,170	Total product of corn	2,056,747
3,216,010	4,598,760	No.	acres in oats	187,028	162,722	174,500	Total product of oats

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4,372,477 5,620,895 6,103,510 No. acres in potatoes 16,297 17,647 17,500 Total product of potatoes 1,851,696 1,788,053 1,593,900

Total number of acres cultivated, 1,382,690. In 1868, the assessors found 83,709 horses, 235,426 cattle, 146,598 sheep, 914,680 hogs. In 1868, 10,000,000 bushels of wheat were shipped. This in a State which up to 1857 imported a good share of its breadstuffs.

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RAILROADS.

The State is now becoming traversed in every direction with railroads, chiefly the results of magnificent land grants made by Congress in 1857 and 1864. The roads in operation and running are as follows:

First Division St. Paul and Pacific, (St. Paul to Sauk Rapids) 81 miles.

Main Line do., (St. Paul to Big Stone Lake, or Red River,) finished to Maple Lake, 51 miles.

St. Paul & Sioux City R. R., (from St. Paul to Sioux City, Iowa,) completed to Mankato, 90 miles.

Milwaukee & St. Paul Railway, (McGregor, Iowa, to St. Paul,) the Minnesota Division is completed, 131 miles.

Winona & St. Peter R. R., (from Winona to St. Peter,) completed to Waseca, 106 miles.

Southern Minnesota R. R., (from La Crescent to western boundary of State,) completed to Lanesboro, 50 miles.

Lake Superior & Mississippi R. R., (from St. Paul to Duluth, on Lake Superior,) completed to Wyoming, 30 miles; balance to be completed this year, 156 miles.

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Hastings & Dakota R. R., (from Hastings to Red River, via Shakopee and Glencoe,) completed to Farmington, 20 miles.

Whole No. miles of railroad in operation in Minnesota 550

Whole amount projected 2,000

POPULATION.

The growth of population in the State has been very rapid. The following table gives the number of inhabitants at each census:

1849 4,049

1850 5,354

1855 40,000

1857 150,037

1860 172,022

1865 250,000

The population of Minnesota to day, estimated by reliable methods, must be quite 450,000, and when the decennial census of 1870 is taken, will be fully half a million.

TAXABLE PROPERTY.

The taxable property of the State has increased fully as fast as its population. Commencing only twenty years ago with no appreciable property, its increase is as follows: 12

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1849 \$514,936

1850 806,437

1851 1,282,123

1854 3,508,518

1855 10,424,157

1856 24,394,395

1859 \$35,564,492

1861 38,712,427

1864 40,000,000

1866 57,974,000

1868 75,795,000

At the present rate of increase, fostered by the rapid growth of population, railroads, &c., it will require but three or four years to bring it up to \$100,000,000.

THE STATE INSTITUTIONS.

Most of the State charitable, reformatory and educational institutions are now organized and in successful operation. Their location is as follows:

State University St. Anthony

State Reform School St. Paul

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Insane Asylum St. Peter

Deaf, Dumb and Blind Asylum Faribault

State Prison Stillwater

Agricultural College St. Anthony

Normal School First Winona

" " Second Mankato

" " Third St. Cloud

NATIVITY OF THE POPULATION

The character and general features of the population may be inferred from the following census of nativity:

Born in the U. S. 112,227

Great Britain, Canada, &c 26,078

Germany 17,943

Norway and Sweden 11,693

Switzerland 1,150

Other Foreign Countries 1,860

Classified by language, those speaking the

English 80.90 per cent

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German 11.36 per cent

Scandanavian 6.95 per cent

BANKS.

There are sixteen National Banks in Minnesota, with a capital of \$1,700,000. Besides these, there are private banks in every considerable town, affording abundance of capital and facilities for business.

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EDUCATION.

The unusually liberal facilities for education possessed by this State, are its chief boast. Minnesota took the subject of education in hand at an early stage of her settlement, and now possesses the most munificent endowment for educational purposes of any State in the Union. Two sections of land, 1,280 acres, in every township, are set apart for sale or lease in aid of common schools, amounting in all to three million acres.

In the message of Governor Marshall to the Legislature of Minnesota, January 7th, 1849, upon this subject, he says:

“The sales of school lands during the year 1868 have been 76,910 acres, producing \$464,840.61, which sum added to the former accumulations of the permanent school fund, makes the magnificent fund of two millions seventy-seven thousand, eighty-two dollars!” The State Land Commissioner estimates that the land granted to the State for school purposes will amount to three million acres when the Government Surveys are completed. But little more than one-tenth of the whole has been sold—making allowance for inferior lands there will ultimately be derived from these lands the grand sum of sixteen million

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dollars for the perpetual use of common schools. What an inheritance for the children of Minnesota!"

From the able report of the Hon. M. H. Dunnell, State Super-intendent of Public Instruction, I take the following facts:

Whole number of school districts in the State in 1868, was 2,353; whole number of children in the State by the returns for 1868, 129,103, an increase for the year of 14,682 over 1867; whole number of Teachers in 1868, 3,276; value of the school houses in the State in 1848, \$1,091,559.42. His report says Minnesota has a larger number of school houses than any other State in the union of the same population and taxable property. Her total expenditures for school purposes during the last two years exceed \$1,500,000, and her school houses have already cost over one million dollar! These facts constitute a record of which our young State may well be proud.

MINERALS.

Extensive veins of gold-bearing quartz have been discovered on Vermillion Lake, north of Duluth, at the west end of Lake Superior. Imperfect assays made show that the quartz is as rich 14 as that of Nevada, or any of the Pacific gold-bearing States. Several companies have been organized, and are commencing to work the veins with the best machinery. The north shore of Lake Superior abounds in copper mines, that will at some future time prove a source of great wealth. Iron, said to be of superior quality, is found near Portage and Pigeon Rivers.

Limestone of the very best quality for building purposes, is found nearly all over the State. Granite in immense beds exists near Sauk Rapids, and is found to be of the finest quality. The Custom House at Saint Paul is being built of it, and other buildings partially so. Brick clay abounds everywhere, some of it of the choicest quality. Sandstone is found near Fort Snelling, but we believe nowhere else. Sand capable of making the finest glass abounds everywhere. A very large Tripoli bed, nearly pure, exists near Stillwater. Salt

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springs, owned by the State, exist in the Red River Valley. Large Slate beds exist on the Saint Louis River, and quantities of mineral paint have been found near Red Wood Falls. Extensive beds of peat are found in every part of the State, and other mineral deposits are believed to exist, which a thorough geological survey might determine.

GOVERNMENT.

The Government of Minnesota is similar to that of most northern States, being divided into the three usual branches—Legislative, Executive and Judicial. The Legislative is vested in a Legislature, the two branches being styled Senate and House of Representatives. The former is composed of 22 members, the latter of 47, the State being re-districted after each quinquennial census. The Legislature annually in January, and can sit only sixty days. The members receive \$5 per diem for that time.

The Executive Department consists of a Governor, Lieutenant Governor, Secretary of State, State Auditor, State Treasurer and Attorney General, with a Superintendent of Public Instruction.

The Judicial power is vested in a Supreme Court, of three Judges; District Courts, there being eight Judicial Districts; Courts of Probate, and Justice's Courts.

The Constitution provides that every male person twenty-one 15 years of age who has resided four months in the State may vote, if naturalized.

There are fifty nine organized counties in the State. They are subdivided into townships, each of which has a board of supervisors, and town officers. The affairs of the county are controlled by a board of three or five commissioners, and the officers are those usual in other States.

HOW TO GET A HOMESTEAD.

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No State in the Union offers such facilities for getting a comfortable and valuable homestead as Minnesota. It is almost the only State possessing much agricultural land that can be secured by "squatters." Under the U. S. Homestead law any head of a family, or single man twenty-one years of age, can obtain 160 acres of public land by paying twelve dollars for it at the local U. S. Land Office. Title is perfect at the end of five years. During the five years the settler must, in good faith, "inhabit" and "cultivate" the tract. No particular amount or value of improvement is required; but the settler is to cultivate the land to the extent that his circumstances will reasonably admit of. Nor is he obliged to live on it all, or even the greater part of the time, especially if he is a single man and needs to work out to procure the means that will best enable him to develop his farm.

These lands are situated all over the State, in district well watered and timbered, where the mails and express are now extended, and railroads and telegraphs rapidly pushing their way. Thousands are coming into Minnesota annually to secure good farms for themselves and their families—farms that will, in a few short years, be in the midst of cultivated neighborhoods, with churches and school-houses arising at every hand, amid all the surroundings of civilization and progress.

LAND OFFICES.

The land offices for the several land districts of Minnesota are located at the following places:—St. Peter, Nicollet County; Greenleaf, Meeker County; Winnebago City, Faribault County; St. Cloud, Stearns County; Taylor's Falls, Chicago County; 16 Duluth, St. Louis County; Alexandria, Douglas County. Persons desiring information as to Government Lands can address the "Register and Receiver" at the above Land Offices.

THE TOURIST AND SPORTSMAN.

Minnesota offers extraordinary attractions for the tourist and sportsman. Her beautiful scenery, fine climate, the plentiful facilities for traveling about, and the abundance of game

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of all kinds, give the tourist and sportsman a fine field. Outfits can easily be procured at any of the larger towns. Guns of the finest quality, and fishing tackle, are sold at Eastern prices. Guides, dogs, boats, tents, &c., are all easily obtained everywhere, at reasonable rates, and even a tyro at hunting can have plenty of sport, and secure plenty of game.

The fall is the best time for hunting. During September and October the woods are full of game—deer, pheasants, pigeons, &c, and the lakes covered with geese wild ducks and game. The pleasantest way is for four or five persons to make up a party, get a tent and camp equipage, some provisions, &c, and a boat, and encamp beside a lake. It is a sport fit for a prince, and costs but little. Hotel keeper are generally well informed as to the the best resorts for hunting and fishing in their localities, and will take pleasure in directing strangers to them.

HISTORICAL SKETCH.

Though only settled by white men within the memory of many now living, Minnesota has a “history”, romantic and full of interest, reaching back nearly two centuries.

THE EARLY EXPLORERS—HENNEPIN.

The first explorations were made by the French, who, in common with the Spanish, claimed the region by “right of discovery.” The chivalrous and resolute LaSalle organized an expedition in 1679, in Canada, to finish the exploration of the Mississippi River. He embarked in a vessel, with Father Louis Hennepin, a Franciscan missionary, and thirty men. They landed at Green Bay, Wisconsin. In the spring of 1680 he dispatched 17 Father Hennepin with two servants across to the Mississippi. They floated down the Illinois in a canoe, and thence up the Mississippi, being the first white men who had ascended the upper waters of that stream. On Lake Pepin they were made captives by the Sioux, and carried to a spot believed, from Hennepin's description of it, to be the present site of St.

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Paul. The savages here abandoned the canoes, and journeyed over land to their villages at Mille Lacs, where Hennepin and his voyageurs were kept prisoners several months.

DU LUTH.

In the fall of that year Sieur Du Luth, a French explorer of enterprise and influence, who had before penetrated the region of the Upper Mississippi, by way of Lake Superior, reached the Indian village. Hennepin and his voyageurs accompanied him back to Canada, the Indians having "consented", he says. They floated down the St. Francis (Rum) River to the Mississippi, and down that river. He claimed afterward to have discovered and named the Falls of St. Anthony. He published several editions of his work in France, but some portions of his accounts are discredited by historians. It is now believed that Du Luth was the real first explorer of Minnesota.

EARLY FRENCH FORTS.

Notwithstanding these discoveries, France laid no formal claim to the country until 1689, when Nicholas Perrot by command of the King planted the cross and set up the arms of France on the west shore of Lake Pepin, where he built a rude fort. A second post was soon established by LeSueur. He explored the Minnesota in 1770, wintered at Mankato, and took a quantity of what he supposed to be mineral to France, but it proved worthless.

JONATHAN CARVER.

In 1727 another Fort was built on the west shore of Lake Pepin, and continued until 1763, when France ceded the country to England. In 1776, Capt. Jonathan Carver, a Connecticut officer in the Provincial army, explored the recently acquired regions, 18 and spent several months in Minnesota. He wintered near New Ulm. In May, 1767, he made a treaty with the Naudowessies in the "Great Cave," now called Carver's Cave, in St. Paul, when they ceded to him a large tract of land. Congress never recognized his right to it, however, though urged by Carver's heirs.

LIEUT. PIKE.

The treaty of 1783, with England, conveyed all the territory east of the Mississippi to the United States. That portion west of it, however, was not acquired until 1803, by the "Louisiana purchase, "as it was called, from France. Shortly after this, the Government sent a small military expedition to explore the region, and make treaties with the Indian tribes. Lieut. Z. M. Pike commanded this expedition. In September, 1805, he held a treaty at the mouth of the Minnesota River, and purchased from the Dakotas two districts or reservations for military posts. On the one of these Fort Snelling was afterward built.

FORT SNELLING BUILT.

In 1819, a body of soldiers under Col. Snelling were sent to build the Fort at the mouth of the Minnesota. They arrived in the autumn, and wintered in cantonments at Mendota. The next spring the Fort was commenced, and completed so as to be occupied the next year (1821.) It was at first called Fort St. Anthony, and in 1824 ordered by Gen. Scott, who visited it, to be named Fort Snelling.

For over twenty years this post was the only place of importance above Prairie du Chien. In 1823 the first steamboat ascended to the Fort. Traders and others began to settle in the region, and it became more known. Gov. Lewis Cass, Schoolcraft, Maj. Long, Fremont, Nicollet, Featherstonhaugh, Beltrami and others explored the country at various times, and their published works form an interesting collection on the early history of Minnesota.

THE TREATY OF 1838.

In 1838 a treaty was made with the Sioux, by which all the land east of the Mississippi was ceded to the United States. As soon as the news was received at Fort Snelling, several traders and others at once made claims. St. Paul, St. Anthony and Stillwater were then

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squatted on by claimants. On the site of their hovels, the flourishing cities above named now stand.

TERRITORY ORGANIZED.

Michigan, under whose territorial government the region had been, was admitted as a State in 1836. The rest of the region was organized as Wisconsin Territory. Iowa Territory was organized in 1838, and Wisconsin admitted as a State in 1848. This left what is now Minnesota without a territorial government, but still called Wisconsin Territory. Gen. Sibley was elected as a delegates to Congress in 1848, was admitted to a seat, and during the winter procured the passage of an Act organizing the Territory of Minnesota, with St. Paul as the capital.

ITS TERRITORIAL CAREER.

Hon. Alex. Ramsey, of Penn., was a appointed Governor, and on June 1st, 1849, issued a proclamation announcing the Territorial government organized. Population flowed in rapidly. In 1851 another impetus was given to it by a treaty with the Sioux, in which they ceded all the land west of the Mississippi to the Government. The progress of the Territory was now very rapid. Towns and village sprang up everywhere. The rapid increase in the value of property and the fortunes made by land speculators produced great inflation; a spirit of speculation infested the whole people. This was at its height in 1857 when the panic occurred, and suddenly all fictitious values collapsed. Men before deemed wealthy were ruined, and cases of actual distress occurred. It was a year or two before business resumed its usual course and immigration again commenced.

ADMITTED A STATE.

In July, 1857, a convention was held in St. Paul, and State constitution framed, which was adopted by the voters in October following. In May, 1858, Minnesota was admitted as a State, and the State government organized.

THE WAR OF 1861.

The war for the Union fell with great force on Minnesota, a peaceful frontier State, engaged in agricultural pursuits, yet she responded to all calls, and furnished 24,263 soldiers to the army, while in 1861 her total population was only 175,000. No State has a better record than this.

THE SIOUX MASSACRE.

In August, 1862, occurred the terrible massacre by the Sioux of more than 500, women and children, on our western frontier. Several counties were depopulated, and hundreds of houses burned, besides two entire towns. It was probably the most fiendish, awful and widespread massacre American history records. The Indians were finally defeated by our troops under Gen. Sibley, and the prisoners rescued. The Sioux were afterward driven from the State, and since 1863 not a hostile Indian has been seen in Minnesota. Her career since the close of the war has been one of unabated prosperity.

GREAT SEAL OF MINNESOTA 1849.

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FROM DUNLEITH TO ST. PAUL.

GIVING A DESCRIPTION OF THE CITIES, TOWNS AND VILLAGES, AND OBJECTS OF INTEREST ON THE UPPER MISSISSIPPI.

TABLE OF DISTANCES FROM DUBUQUE TO ST. PAUL.

Dubuque to— Dunleith, Ill. 1

Potosi, Wis. 15

Buena Vista, Iowa 30

Cassville, Wis. 34

Guttenberg, Iowa 44

Clayton, Iowa 56

McGregor, Iowa 67

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Prairie du Chien, Wis. 70

Lansing, Iowa 100

De Soto, Wis. 106

Victory, Wis. 115

Bad Axe, Wis. 125

Brownsville, Minn. 1

La Crosse, Wis. 153

La Crescent, Minn. 155

Richmond, Minn. 171

Trempeau, Wis. 176

Winona, Minn. 193

Fountain City, Wis. 205

Minneiska, Minn. 223

Alma, Wis. 237

Wabasha, Minn. 247

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North Pepin, Wis. 261

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Lake City, Minn. 266

Maiden Rock, Wis. 274

Frontenac, Minn. 277

Red Wing, Minn. 285

Prescott, Wis. 313

Hastings, Minn. 317

St. Paul, Minn. 349

24

Dubuque and Dunleith constitute jointly the lower terminus of one of the principal routes to Minnesota, and as such we will here commence our description of the route to Minnesota.

Dunleith.

Dunleith is the northern terminus of the Illinois Central Railroad. It is a village lying on the east bank of the Mississippi River, directly opposite Dubuque, with which it is connected by a steam ferry. There is a fine depot, a grain elevator, a few stores and shops. Population about 500.

Dubuque.

Dubuque is one of the principal cities of Iowa. It is situated on the west bank of the Mississippi River, on an elevated and handsome site. Dubuque is one of the oldest places in Iowa. It was settled in 1832, and incorporated as a city in 1847. Its population is about 20,000. The city contains a number of fine public and private buildings, several fine schools, about twenty churches, several fine hotels, and numerous manufactories. It is

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situated in the midst of the Lead Region, which is very rich. It is distant 360 miles from St. Paul.

Taking the fine steamers of the North-Western Union, or the Northern line, the tourist soon finds himself traveling up the Mississippi, amid the most delightful and varied scenery on the continent. The first stopping-place is

Potosi, Wis.

This is a thriving town, fifteen miles from Dubuque. The population is about 2000. The town is in the midst of a rich lead region, which gives it its principal trade.

Buena Vista, Iowa,

Thirty miles from Dubuque, is a village on the west bank of the river.

Cassville, Wis.,

is a flourishing town thirty-four miles from Dubuque. Population about 1000. Cassville was once called Edwardsville, and was for a short time the capital of Wisconsin Territory, which then included Iowa, and one session of the Legislature was held here. Large quantities of lead and produce are also shipped from here.

25

Guttenberg, Iowa.

This is town of 1400 inhabitants, situated 44 miles above Dubuque, in Clayton county. It was founded by a colony of Germans, and is a thriving place. It is the depot for a rich mining district, and also a fertile farming region.

Clayton, Iowa.

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Twelve miles further on, we come to the busy town of Clayton, a place of 1000 inhabitants. This town is the market and shipping place of a rich farming district. Lead mining is also carried on to a considerable extent. Two miles from Clayton is a landing called Wyalusing.

McGregor, Iowa.

This is one of the most important points on the Upper Mississippi. It is 67 miles from Dubuque, and almost opposite Prairie du Chien. The town was laid out by Alex. McGregor (from whom it takes its name) in 1845, but it grew very slowly for some years. It is now, however, rapidly increasing in population and trade, having received a great impetus from the completion of the *McGregor Western R. R.*, now Milwaukee & St. Paul R. R. It contains several fine hotels, two banks, and several manufacturing establishments. Its population is about 2500. But a small part of the town is visible from the steamboat landing. A steam ferry-boat plies between this point and Prairie du Chien.

Prairie Du Chien, Wis.

This is another of the important points on the Upper Mississippi River. It is one of the oldest settlements in the North-West, its history reaching back over a century. It is beautifully located on a level prairie several miles in extent, about four miles above the mouth of the Wisconsin River. Prairie du Chien is the western terminus of the *Milwaukee & Prairie du Chien Railroad*, as it was formerly called, now the Prairie du Chien Branch of the Milwaukee & St. Paul Railroad, and is a shipping point of considerable importance, as much of the wheat of Minnesota and Iowa is brought here in barges and transferred to 26 cars, and a large amount of merchandise transhipped from the cars to steamers, for points on the Mississippi. All the packets of the various lines stop here, both on up and down trips, and a large passenger trade is also done. The population is about 4000. The town contains six churches, several fine hotels, good schools, &c. It is 71 miles from Dubuque, 292 miles from St. Paul, 194 miles (by rail) from Milwaukee.

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[For railroad route from Prairie du Chien, or McGregor, to St. Paul, see another chapter of the Guide Book.]

Lansing, Iowa.

The next place of any importance we pass is Lansing about 100 miles above Dubuque, This is a flourishing town of about 2000 inhabitants, its principal business derived from the transihpment of wheat and other produces, from the rich farming region around it. After leaving Lansing, we pass De Soto, Victory and Bad Axe, all small places, the latter being only memorable as being the site of the "Battle of Bad Axe," in the Black Hawk War.

Brownsville, Minn.

The first landing we make in Minnesota is Brownville, in Houston County. This is a thriving point, 12 miles below La Crosse and 200 from St. Paul, and is shipping port for a rich farming region back of it. The town was laid out in 1853, and was for some time the county seat and land office, both of which have been removed. Population about 800.

La Crescent, Minn.

This town, now called "Grand Crossing," is just opposite La Crosse and is the eastern terminus of the Southern Minnesota Railroad. Its population is about 600, and rapidly growing. It is destined to be a point of considerable importance.

[For route from La Crescent, or : "Grand Crossing," west, see another chapter.]

La Crosse.

The city of La Crosse, Wis., is one of the principal cities of the Upper Mississippi. It is 1995 miles distant from Milwaukee by rail and 200 miles from St. Paul. La Crosse is the western terminus of the La Crosse Division of the Milwaukee and St. Paul 27 Railroad, a facto which it owes much of its importance, as it has grown to be a principal point for the

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shipping of merchandise up river, and for the receipt and transshipment of wheat, there being two elevators here. As a commercial point, La Crosse ranks among the first on the Upper Mississippi. It has a large trade with the region surrounding it, and has quite a jobbing trade with the valleys of the Black and Chippewa Rivers. The Southern Minnesota Railroad has also opened a new field for its trade, in the towns of that part of the State, and as that road progresses this trade must increase. The depots, freight houses, &., are extensive and numerous.

The commerce of the Upper Mississippi is also of great value to the city. The boat of the North-Western Union Packet Co., is located here, employing a large number of men, and steamers are constantly arriving and departing. There is considerable manufacturing done at La Crosse, there being two large foundries, a threshine machine factory, a fanning mill factory, planing and saw mills, sash and wagon factories, breweries, &c.

La Crosse is well supplied with schools and churches. A court house to cost \$40,000 has just been built, and the city, which is handsomely laid out, bears the evidence of thrift and progress. Its present population is 9 or 10,000

At La Crosse the traveler from the East takes one of the fine steamers which ply on the waters of the Upper Mississippi, and is soon on his way up the river.

Richmond, Minn.

This is small village in Winona county, about eighteen miles above La Crosse. but is not a point of much importance, and boats seldom stop here.

Trempeleau, Wis.

The scenery near Trempeleau is very fine. The town itself is picturesquely located. It is a flourishing village of about 1000 inhabitants, and is the river port of a rich agricultural region. It is 23 miles above La Crosse, and 17 below

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Winona.

Winona, the Queen City of Southern Minnesota, is situated on a beautiful level prairie on the west bank of the Mississippi, 40 28 miles from LaCrosse, and 178 below St Paul. It is the county seat of Winona county, one of the largest and richest counties in the State, and is the eastern terminus of the Winona and Saint Peter Railroad. Winona is one of the chief commercial points on the Upper Mississippi, and enjoys a large trade with the rich region back of it.

Winona is the largest wheat market in the State, and several million bushels are annually exported from this point its lumber trade is also very extensive, while its manufactories have become an important feature. Carriages agricultural implements, sash, doors and blinds, furniture, machinery, &c., are all largely manufacture, and sold to the surrounding country.

Winona has fine public schools, and the First State Normal School is located here. An elegant building, to cost \$100,000, is now in course of erection for its use. It has also several fine churches, and a number of costly ad substantial business blocks and elegant private residences. The principal hotel is the Huff House, whose card may be found elsewhere.

Winona was settled in 1851, and the town laid out into lots in 1852-3. Its growth was very rapid. In 1855 its population was 813; in 1860 2,468; in 1865 4,900; in 1868 7,000. It was incorporated as a city in 1857.

Winona will ere long be quite a railroad centre. The Winona and St. Peter Railroad is now operation 105 miles west, and will soon be computed to the Minnesota River. It connects at Owatonna with the Milwaukee and Saint Paul R R. A road is now in progress from La Crosse, Wis., to a point opposite Winona, where a costly bridge is to be built; while the

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Saint Paul and Chicago Railway, (yet unfinished) running down the west bank of the river, connects Winona with St. Paul and intermediate cities directly.

[For guide to the Winona and St. Peter Railroad , see subsequent chapter.]

Fountain City.

Twelve miles above Winona we come to the village of Fountain City, Wis., river port for the region surrounding it, Population 500.

29

Minneiska.

This is thriving town on the west bank of the river, at the mouth of the Whitewater. It is 30 miles from Winona, and 130 from St. Paul. Minneiska is considerable grain exporting point, as it lies in the midst of rich farming region. Population 600.

Wabashaw.

The next place of any note is the flourishing city of Wabashaw, Minn., on a beautiful prairie, 54 miles above Winona, and 114 below St. Paul. It is the county seat of Wabashaw county, one of the finest grain growing districts in the Northwest. Immense quantities of wheat are annually shipped from Wabashaw, and the trade of the city with the interior is very large. It also does a large business with the Chippewa Valley the mouth of that river being opposite the city, and is the terminus of the projected Wabashaw & Green Bay Railroad. Wabashaw was settled as a trading post in 1833, and laid out in 1854. Its present population is about 2,000.

States leave Wabashaw for Rochester and intermediate points. The City Livery Stable at Wabashaw will furnish anything you want in that line.

Reed's Landing.

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Four miles above Wabashaw, in a picturesque location under the high buffs, is Reed's Landing, or Rewed's as it is now called. It is at the foot of the Lake, and for a week or two during spring is the head of navigation, as the lake never opens for a number of days after the river below is navigable. The mouth of the Chippewa is also opposite here from which a large lumbering trade comes; and being navigable for steamers, Red's is the natural point of departure and transfer for that river, as the eastern shore is low and liable to overflow. A large business is transacted here, and it is a point of considerable importance. Population 700.

Lake Pepin.

Shortly after leaving Reed's, the river widens into Lake Pepin. This is a lovely sheet of water about thirty miles in length, with an average width of about three miles. Its waters are so clear so that fish may be seen sporting many feet below the surface on a calm day. The scenery is grand, the bluffs towering up on each side, several hundred feet in height, resembling old castles such as abound on the Rhine, with numerous promontories, capes, headlands, bays, &c., with forests sweeping down to the water's edge, and occasional glimpses of prairie through the valleys between the bluffs. There is no finer scenery in America than on Lake Pepin. Its cool waters and fresh breezes have health-giving qualities, and the towns along its banks are crowded every summer with invalids.

North Pepin, Wis.

This town is beautifully situated on the east shore of the lake about two miles above its foot. It was laid out in March, 1855, and has grown very rapidly. It is quite a business place, and has a population of about 600.

Lake City, Minn.

This is a handsome town, picturesquely situated on a level prairie on the west bank of Lake Pepin. It is 93 miles from St. Paul, and 113 from LaCrosse. The site of Lake City is

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historic. Near here, in 1689, Perrot built a stockade. Carver speaks of the plain on which it is built, in 1766, and says he there saw "the largest buffaloes of any in America." The town was not laid out until 1856, but has grown rapidly. It has now fully 2,500 inhabitants. It is the river port of a rich and thickly settled farming district back of it, and hundreds of thousands of bushels of wheat are annually shipped from here. The trade of the town is considerable. Churches and schools abound, and the population is noted for its temperance principles.

Maiden's Rock.

A little above Lake City is a bold, picturesque promontory, known as "*Maiden's Rock*." The rock is 409 feet from the water's surface of its summit, and is one of the most noted and romantic spots on the Upper Mississippi.

"The rock received its name from a melancholy incident which occurred about the beginning of this century. A young Dakota maiden, named Winona, of the tribe of Wabashaw, formed an ardent attachment for a young hunter by whom her love was reciprocated. Her parents, however, preferred to have her unite her hand with a young warrior, who had signalized himself in battle against the Chippewas. The warrior's suit being rejected by the daughter, her father threatened that she should be united to him on that very day. The family were then accompanying a party on an excursion up the Lake, and were encamped near this rock. The maiden ascended to the summit, and with a loud voice upbraided her friends below for their cruelty to the young hunter, whom they had driven into the forest, and to her, in compelling her to wed one she loved not. She then commenced singing her dirge, and regardless of the entreaties of her friends, who promised to withdraw their opposition, he threw herself from the dizzy edge of the precipice, and was dashed to pieces on the rocks below!"

Quite a village has sprung up at this point, called Maiden's Rock.

Frontenac, Minn.

At the upper end of the valley which lies along the Minnesota shore of Lake Pepin, and six miles above Lake City, is the charmingly situated village of Frontenac, a favorite place of resort for tourists and invalids, on account of its fine bathing, hunting and fishing, and picturesque scenery. The village lies almost opposite Maiden Rock, and from the towering summit of Point-no-Point, close by, is the finest view on the lake. A fleet of row and sail-boats affords ample sport. The fish in lake Pepin are very large, while there are numerous trout streams near by and just across the river in Wisconsin. Wild fowl are also to be found in the marshes and lagoons, and deer are plenty in the forests across the river. There is a bathing house for ladies on the beach. Prairie chickens are to be found in great numbers on the prairies near by, and good sport is found the entire season. There are two churches at Frontenac.

Red Wing.

This thriving city is located at the head of the Lake, 64 miles from St. Paul. Its site is very handsome, being on a level plateau at the foot of high and picturesque bluffs. The town was named 32 after an Indian chief, whose name, translated, means Red Wing. It was formerly an Indian village, and the tepees of the Sioux stood there as late as 1855. The town was laid out, however, in 1853. Red Wing is the county seat of Goodhue county, a rich farming region, and the principal river port for the shipment of its immense grain crops; consequently Red Wing enjoys a large trade, and is a flourishing place. It is the seat of "Hamline University," a Methodist College, amply endowed and in full operation. It has also a number of manufactories, saw mills, foundries, planing mills, a fanning mill factory, breweries, &c., all operated by steam. The town has six churches, an elegant public school building, some costly business blocks, and a number of fine residences. The present population is about 4,000, and growing very fast. "Barn Bluff," just below the city, is a notable landmark here. It is 200 feet high.

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Prescott, Wis.

This town is situated at the mouth of the St. Croix River. It is built on a high bank, sloping back from the river's edge to the summit of the bluffs in the rear of the town. It is the county seat of Pierce county, and the river port of quite an extensive and well settled region behind it. Its population is about 1,500. Steamboats run from this place to Taylor's Falls, on the St. Croix, distant 60 miles. [For guide to this route see subsequent chapter.]

Point Douglass,

Opposite Prescott, is a small village in Washington county, Minn., for the traveler must remember that the Mississippi River now runs wholly in the State of Minnesota, having bidden adieu to Wisconsin at Prescott.

Hastings, Minn.

Hastings, the county seat of Dakota county, is handsomely built on a beautiful level site, 32 miles below St. Paul, and 4 miles above the mouth of the St. Croix. The town was not laid out until 1856, but has grown rapidly and is an important and thriving business point. It is the market and shipping port for a very large and fertile wheat growing district, embracing nearly 33 the entire county. Hundreds of thousands of bushels of wheat are marketed here every season, and hundreds of teams may be seen in the streets at once any day during the fall. The Vermillion River empties into the Mississippi here, falling 110 feet in half a mile, thus affording an unsurpassed water power for manufactures, which is being improved to a large extent. Hastings contains about 3,000 inhabitants. It has several churches and schools, and a number of tasty private residences. The St. Paul & Chicago Railroad crosses the river at this place. The Hastings and Red River of the North Railroad is now in operation from Hastings westwardly 20 miles to Farmington, where it connects with the Milwaukee & St. Paul Railway.

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After passing Nininger, Grey Cloud, Pine Bend, Merrimac, Newport, and some other villages of no importance, the steamer soon arrives at Paul, the terminus of the route. Here you give your baggage to the reliable agent of Cook & Webb's City Omnibus Line, and are soon driven to your hotel.

PARK PLACE HOTEL.

This commodious and picturesquely situated hotel has recently been leased by Col. Johnson, a veteran landlord, who has completely re-furnished it, and is keeping it in first-class style. For the feeble invalid or weary tourist, no place be more delightful. It is built on the brow of a hill overlooking the city, amid a grove of fine trees, and where the cooling breezes are always felt. We recommend it to the traveler as a first-class house.

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BILLIARD ROOM ATTACHED TO THE HOTEL.

SAINT PAUL.

Saint Paul the capital of the State, and county seat of Ramsey County, is situated on the east bank of the Mississippi River, 2,082 miles from its mouth and fifteen miles below the Falls of St. Anthony. Its location is elevated and picturesque. The main part of the city is built on an elevated plateau or bluff of limestone, about 100 feet above the surface of the water. A portion of the city is also built on a noble amphitheater of hills which surrounds the city on three sides. From the main plateau of the city the eye can sweep up and down the Mississippi River for many miles, making a landscape of great beauty and variety. The site of the city is airy and has superior drainage, a fact which renders it so healthy and such a favorite resort for invalids.

ITS HISTORY.

Saint Paul is one of the oldest settlements in the State. Father Hennepin, a Jesuit Missionary, visited its site in 1680. Jonathan Carver visited it in 1766, and made a treaty with the Naudowessies, in Carver's Cave, which is fully described elsewhere. From time immemorial the site of the city was known to the Dakotas as Imminijaska, or White Rock, from its high bluff of white sandstone, a prominent landmark on the river.

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On September 20, 1837, a treaty was made with the Sioux, by which the lands east of the Mississippi were thrown open to settlement. The treaty was ratified by Congress the following year. As soon as the news was received at Fort Snelling, Pierre Parrant, a Canadian voyager, at once made a claim on the present site of Saint Paul. He built a log cabin near Fountain Cave, in the upper part of the city, and opened a whiskey shop. Parrant had but one eye and that a crooked one. He generally went by the name of "Old Pig Eye," and finally the epithet attached to the settlement as a nickname, which it bore for years. Parrant sold his claim 1839, for \$30, and made another on the lower levee, SAINT PAUL IN 1852.

39 which he afterwards sold to Louis Roberts, and left the country.

In 1840, Vetal Guerin made a claim in what is now the centre of the city, and built a log cabin where Ingersoll's Hall now stands. Mr. Guerin is still a citizen of Saint Paul and our oldest living settler.

This same year Father L. Gaultier, a Catholic missionary, arrived at St. Paul, and built a small log chapel on the present site of Catholic Block, Third street. He named the church "Saint Paul's," from which the little hamlet received its name—one that it yet wears.

From this date the village grew slowly, until the organization of the Territory in 1849, when the location of the capital here gave it a new impetus. In the spring of that year there were only thirty buildings on the town site, but at the close of the season St. Paul contained several hundred people. The town was incorporated in November of that year. In 1854 St. Paul was incorporated as a city. Its present area is 3200 acres.

Its growth in population for a few years was perhaps unsurpassed by any city in the Union. In 1838 it had only three white inhabitants. In 1846, 10; in 1848 about 50; in 1849, 400; in 1850, 1,112; in 1857, 9,073; in 1860, 10,277; in 1880, 19,110. The present population is fully 20,000 people, and rapidly increasing.

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The growth of the city in business and wealth has been full as great. In 1849 the entire business of the town was only \$131,000. In 1854, \$5,868,500. In 1864, \$10,000,000. In 1867, \$30,000,000. There are now nearly 700 licensed firms and houses doing business in the city. There are ten exclusively wholesale grocery firms. One of these alone sold \$600,000 of goods last year.

The valuation of real and personal property in 1849 was \$149,000; in 1855; \$2,380,467; in 1865, \$5,000,000; in 1869; \$7,500,000. There are three National Banks in St. Paul, with a capital of \$900,000.

The public schools of the city are well managed and rank high, They cost about \$20,000 annually. Over 2,000 scholars are enrolled 40 rolled. There are also several private schools and seminaries of a high order.

There are eighteen church edifices in the city, most of them handsome structures, and twenty organized congregations.

Three daily papers are published in St. Paul, and seven weekly papers (three in German.) There are three public libraries, with an aggregate of 15,000 volumes. The Free Masons, Odd Fellow, Good Templars, Druids, and other secret orders, are all largely represented in St. Paul. There are also a number of musical, literary, benevolent and religious societies. There is one free hospital, under the control of the Sisters of St. Joseph, and a Catholic and Protestant Orphan Asylum, having in the aggregate about 100 orphans. The State Reform School is located near the city.

Saint Paul is perhaps the most healthy city in the Union. From statistics furnished by the health officer last year, the percentage of mortality for the year was only 1.30 per cent., and this too including all the invalids who came here and died.

HOW TO SEE THE CITY.

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Having secured a good carriage, with a driver, (and here let us recommend the Livery Stable of Cook & Webb, opposite the Merchants' Hotel, as the best place in the city to procure livery,) the best point from which to obtain a good view of the city, is from Dayton's Bluff, on the eastern side of the city, at which point a magnificent panorama of the whole city, and river and bluffs opposite, is spread out before you. Here are also some elegant residences, those J. E. Thompson and Capt. Wm. F. Davidson especially. Near by is a group of old Indian mounds worth visiting.

CARVER'S CAVE.

Before returning to the city, visit Carver's Cave, in the bluff near the edge of the river, below the brewery. It is the most noteworthy antiquity near the city. Capt. Jonathan Carver was one of the early explorers of Minnesota, over a century ago. He visited the present site of Saint Paul, in 1766, and on May 1, 1767, held a treaty in the "Great Cave," which now bears his name, at which treaty the Indians (so he says), ceded to him and gave 41 him a deed of a large of land, but the government would never recognized his title to it. In describing the Cave Carver says:

"About thirty miles below the Falls of St. Anthony, at which I arrived the tenth day after I left Lake Pepin, is a remarkable cave, of a amazing depth. The Indians term it Wakan-Teebe; that is, the Dwelling of the Great Spirit. The entrance into it is about ten feet wide, the height of it five feet. The arch within is near fifteen feet high, and about thirty feet broad. The bottom of it consists of fine, clear sand. About twenty feet from the entrance begins a lake, the water of which is transparent, and extends to an unsearchable distance, for the darkness of the cave prevents all attempts to acquire a knowledge of it. I threw a small pebble toward the interior parts of it with my utmost strength. I could hear that it fell into the water, and notwithstanding it was of so small size, it caused an astonishing and horrible noize, that reverberated through all those gloomy regions. I found in this cave many Indian hieroglyphics, which appeared very ancient for time had nearly covered them with moss, so that it was with difficulty I could trace them. They were cut in a rude manner upon the

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inside of the walls, were composed of a stone so extremely soft that it might be easily penetrated with a knife—a stone everywhere to be found near the Mississippi. The cave is only accessible by ascending a narrow, steep passage that lies near the brink of the river.”

The pool of water remains just as he found it a century ago, and a boat is kept there in which you can—if you have a light with you—explore the gloomy cavern to its extremity.

Returning, drive around by the residences of Gen. Sibley, Horace Thompson, E. F. Drake, Col. John S. Prince, John L. Meriam, and others. They are among the finest in the city, and are a credit to a place which was a wilderness twenty years ago. Near by is St. Mary's Church (Catholic), and St. Paul's (Episcopal). Washington School (built 1857) and Franklin School (built 1864) deserve a visit. The First Baptist Church is also near by—a neat edifice, and the Jackson St. M. E. Church, near which is Capt. Blakely's fine residence, and others.

42

THE CAPITOL.

Next drive *via* Seventh and Wabashaw streets to the Capitol, which is worthy of a visit. It was built in 1852-3. From the cupola, if you can secure admission from the janitor for a small fee, there is a very fine view of the whole city and surroundings region.

The State Law Library is also open to visitors generally. It contains about 4,000 volumes.

The Minnesota Historical Society has commodious rooms in the lower story of the building. They have a valuable Library of 3,000 volumes and 4,000 pamphlets, besides many curiosities, portraits, maps, &c. By all means visit their rooms, which are open from 10 to 12 and from 2 to 5.

A fine case of battle flags stands in the second story of the main hall.

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Near the Capitol are Adams School, the Central Presbyterian Church, and the Universalist Church, unfinished.

ANOTHER FINE DRIVE.

Next drive up Tenth street, past the Catholic Orphan Asylum and Sister's Hospital, and out College avenue to St. Anthony Hill, thence through Summit avenue. You pass more elegant residences—those of Alderman Berkey, John Nicols, Judge Underwood, Judge Nelson, D. W. Ingersoll's, and further on, Mr. Hawthorne's, Hon. H. M. Rice's, Col. E. S. Goodrich's, and lastly, J. C. Burbank's. From the edge of the bluff near the Carpenter House, a splendid view of the upper part of the city and the country beyond may be had.

Next drive up Western avenue to the Protestant Orphan Asylum, and St. Joseph's Academy, and return by St. Anthony street, and if time permit, take a drive up Fort street, where more comfortable residences are to be seen.

Returning by Third street, you have a view of the main business street of the city, lined with elegant and costly stone blocks. We have not space to particulize any of these.

VIEWS OF SCENERY.

Every tourist desires to take home with him views of scenery he has visited in this State. At E. H. Burritt & Co.'s, No.144 43 Third street, you will find the largest assortment in the city, both of card and stereoscopic views, embracing views of almost every point of interest in this locality. Messrs. Burritt & Co. also keep the latest periodicals and publications, and a full supply of stationery.

OUTFITS FOR HUNTING PARTIES.

Persons desiring to obtain complete outfits for hunting and fishing parties, can do so in St. Paul as cheaply as at the East. Wm. Golcher (see advertisement) keeps the headquarters

Library of Congress

for sportsmen in Minnesota, and sells guns, &c., of as good quality as can be had in the East. Every conceivable thing needed for forest and camp life, fishing, &c., is to be had at his place. He is an experienced sportsman himself, and knows just what you will want. Rely on his advice.

THE COMMISSARY DEPARTMENT.

Persons spending a few weeks in the woods and at the lake sides, always take a good *medicine*- chest with them. J. I. Beaumont (see card) has the choicest stock of liquors, wines, cigars, &c., in the city, and is a gentleman whom it is a pleasure to deal with. Get your supplies of him, and you will get the pure article.

HOGAN'S DRY GOODS STORE.

While you are in the city, call at Hogan's Dry Goods Store. He has the largest and finest dry goods store in the city, and it is worthy of a visit from every traveler.

MISCELLANEOUS.

The Opera House deserves a visit. It was built in 1866, at a cost of \$50,000. It has a handsomely finished interior, and holds 1200 persons.

Ingersoll Hall is another public hall, seating about the same number. It is in the third story of Ingersoll's block.

The St. Paul Library, also in Ingersoll's block, is the principal circulating library of the city. It has 3,700 volumes. The Germans have also library in the Atheneum, a public building in upper town, and also the Catholic Young Men's Association.

144. 144.

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46

The Young Men's Christian Association Rooms (open daily) are in Ingersoll's block.

Near by is the St. Paul Bridge, worthy of a visit on account of its size and length, (1,730 feet) and its peculiar architecture. It was built in 1857-8, and cost \$150,000.

The Chamber of Commerce rooms are in Prince's Block. Strangers can learn much of the city and its trade and advantages by calling there.

Oakland Cemetery, one mile north of the city, is worthy of a visit.

The sand-rock sewers of the city and the brewery caves, should be visited. They are a curiosity.

DRIVES AROUND THE CITY.

Having "done" the city, the next thing is to visit points of interest near it. Of course you will go to

White Bear Lake. —This is the greatest pleasure resort in this region, and no one should think of returning East without visiting it. It is twelve miles north of St. Paul, and though many go there by carriage, the cheapest and quickest route is by the Superior Railroad.

The lake is a noble sheet of water, about three miles in diameter, with the most picturesque shores, and a thickly wooded Island in the centre, a favorite resort for picnic parties. The lake is celebrated for its fine fishing, sailing and bathing. There are two excellent hotels at the lake, the Leip House and the South Shore House, and it is a

good place to spend a few days in the heat of the summer. There is fine hunting in the neighborhood also, during the whole year.

Other Lakes. —There are other lakes near St. Paul, famous for fishing and sailing. Lake Como, two and a half miles distant; Bass Lake, six miles distant; Pehlan's Lake, two and a half miles; Lake Johanna, seven miles; and a number of smaller ones; are all full of fish, and boats can generally be had for sailing.

47

THE DRIVE TO ST. ANTHONY, AND RETURN, VIA MINNEHAHA FALLS AND THE FORT.

Another drive that the tourist should make is to visit St. Anthony and Minneapolis, and return by way of Minnehaha Falls and Fort Snelling. By this tour, which can be made in one day easily, you “do” the principal sights of this region in one drive.

Having secured a good team with driver, (which relieves you from all care and responsibility,) take the *old* St. Anthony road. This leads you over the high rolling prairies, through some well tilled farms. About four miles from the city you are on the summit of the high lands in this region, and the view is very fine.

Just before reaching the city of St. Anthony the road winds along the edge of the bluffs, where the river foams and tumbles 100 feet below. The scenery is very picturesque. Here are two very remarkable cascades, formed by streams shooting over the edge of the bluff —“The Bridal Veil: and the “Silver Cascade.” They will repay a visit.

STATE UNIVERSITY.

Soon we come to the State University, on a hill overlooking 48 the two cities of St. Anthony and Minneapolis. It is a fine building embowered in “classic groves,” that seem fitted to

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be the retreat of science and learning. A stroll through the grounds and building will be relished by all.

ST. ANTHONY IN 1856.

ST. ANTHONY FALLS taking a rapid drive down the street, the next point of interest is the Falls. A few years ago these were a picturesque sight, tumbling over great masses of rock, but now they are almost hidden by a multitude of mills and factories which line the river. There is still enough of interest about them to repay a visit.

49

ST. ANTHONY FALLS IN 1854.

They were first discovered by Father Hennepin, in 1680, who named them for his patron saint, Anthony of Padua. They have a width of about 800 yards, and a total fall about seventy-five feet, thus furnishing one of the finest water powers in the United States. It is being rapidly improved, too, as the number of factories and mills around them prove. The buzz and roar of these numerous factories is almost deafening at times. When a 50 few years more shall have doubled or trebled their number, St. Anthony Falls will be a busy scene of industry. Here are paper mills, foundries, saw mills, tub and pail factories, furniture factories, tool factories, etc.

The great interest, however, is the lumbering trade. The amount of capital invested in this is very large. Hundreds of men and teams spend the entire winter in the pineries in the northern part of the State, cutting logs and hauling them to the streams, down which they are floated when spring comes. The logs are collected in "booms" in the river, just above the Falls, and sawed up, or else floated down to St. Louis and other points, as they are. Immense rafts of logs and sawed lumber are made up below the Falls and floated to St. Louis and other cities on the Lower Mississippi. A large portion of the population of St. Anthony and Minneapolis are dependant on the lumber trade for support.

THE SUSPENSION BRIDGE.

The only carriage road over to Minneapolis lies across Nicollet Island. This is a picturesque island, situated in the middle of the river, about 100 yards above the Falls. It contains about 50 acres and is mostly covered with a fine growth of large forest trees. The island has recently been laid out in lots and will soon be covered with fine dwellings.

The Suspension Bridge was the first bridge ever built across the Mississippi River. It was erected in 1855 and cost \$50,000. It is 625 feet from tower to tower and as a work of mechanism and a triumph of ingenuity, is worthy of notice.

On leaving the bridge you will find yourself within the flourishing young city of.

51

SUSPENSION BRIDGE

MINNEAPOLIS, County seat of Hennepin county, is situated on the west bank of the Mississippi, opposite the Falls of St. Anthony, 2,150 miles from the Gulf of Mexico, and 700 miles from the source of the Mississippi in Lake Itaska.

It was first settled in 1823, when, the site of the town being 52 then included in the Fort Snelling Reservation, a grist mill was built at the Falls by the Government, the remains of which still exist. In 1849, Col. J. H. Stevens, by permission of the Government, settled on its site, and built the first dwelling house. Others came soon after, and quite a village was formed. It was first called All Saints, then Lowell, Albion, and finally the present name was adopted. It is made up of the Sioux word *Minne*, water, and the Greek word *polis*, city.

In 1855 Congress threw open to pre-emption all the land north of Minnehaha Creek, and claims were made covering the present town site, which was laid out into blocks and lots, and soon began to settle up fast. The financial crisis of 1857 checked it for four or five years, when it again grew rapidly. Disastrous fires subsequently laid almost all the

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business portion of the city in ashes, but elegant stone and brick blocks have risen from the ruins, and its main business street is scarce second in this respect to any in the State.

By the State census of 1865 Minneapolis had 6,000 inhabitants. It is now not far from 10,000 making it the second city in the State in size.

The great source of wealth of Minneapolis is its immense water power, much better on this side of the river than at St. Anthony. *There is a fall here, within a mile, of 75 feet, and fully 800 yards wide.* The Minnesota Mill Company, proprietors of the water power, have extended a dam into the middle of the stream just above the Falls. This dam is lined with saw mills and factories, whilst grist and woolen mills line the shore of the river below, a race or canal supplying them with water power.

Here is a perfect wilderness of manufactories, which the stranger must not fail to visit. Along the dam there are about a dozen of the largest saw mills in the Northwest, lath and shingle mills, tub and pail factories, sash and door factories, planing mills, &c. These are so situated that the logs floated down from the Pineries are drawn directly into them and worked up. Along the canal are several immense grist mills, two woolen factories, a paper mill, foundries, and other factories. There are also manufacturing establishments worked by steam in other parts of the city.

53

MINNEAPOLIS IN 1854.

54

But the *material* progress and development of Minneapolis is not its feature. A drive through its business streets will surprise one at the value and taste of its business blocks, in a city only twelve years old. The Opera House too, shows that music and the drama are not strangers here, while the Atheuæ, a fine public library is an evidence of the mental culture of its people. Tasty and costly residences line many of its streets, handsome churches are seen on every hand, and the city boasts the largest and finest High School

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building in the State. The Nicollet House, the principal hotel in the city, is one of the largest and finest public houses in the north-west, and kept in an admirable manner by the Gilson Bros. & Co. DeShon's Livery Stable, near by, can supply travelers or pleasure seekers with the best of teams on a few minutes notice.

LAKES HARRIET AND CALHOUN.

Just west of Minneapolis are two beautiful lakes, named Harriet and Calhoun, which if time permits, the tourist should visit

MINNE-HA-HA FALLS.

55

MINNEHAHA FALLS.

Four miles below Minneapolis, reached by a fine road over a level prairie, is the world renowned "Minnehaha Falls," one of the most beautiful and widely-known cascades in America, "famed in song and story." Perhaps no waterfall on the continent, excepting Niagara alone, has been so much written of as Minnehaha, nor so frequently photographed and painted. Its classic, quite, attractive beauty wins all to its enthusiastic praise and scarce one of the thousands of travelers who come to St. Paul or Minneapolis, returns cast without paying it a visit.

Longfellow, the great American poet, has done more to immortalise Minnehaha Falls, in his poem "Hiawatha," than any other writer. Every one will remember his description of it. Hiawatha, the hero of the legend, after leaving his father Mudjekewis, journeyed home eastward.

Only once his pace he slackened, Only once he paused or halted, Paused to purchase heads of arrows, Of the ancient Arrow-maker, In the land of the Dakotahs, Where the Falls of Minnehaha, *Flash and gleam among the oak-trees, Laugh and leap into the valley,*

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There the ancient Arrow-maker Made his arrow-heads of sandstone, Arrow-heads of chalcedony, Arrow-heads of flint and jasper, Smoothed and sharpened at the edges, Hard and polished, keen and costly. With him dwelt is dark-eyed daughter, Wayward as the Minnehaha; And he named her from the river, From the waterfall he named her, "Minnehaha"— *Laughing Water*.

On any pleasant day you will find a group of visitors, in various positions over or under the falls, enjoying its picturesque loveliness. The beauty and impressiveness of the scenery cannot be described. It must be seen to be realized. It is certainly the most lovely spot in this region, as all travelers acknowledge, and all visit it who can do so.

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E. H. BURRITT & CO., 144 Third Street.

58

There are several good views of the cascade to be had—from above on the bank, from the rustic bridge below the falls, and from the opposite side, if one can stand the clouds of spray which fall on him. You can also get under the shelving rock, *behind* the falls itself. This is a decided sensation. In this little hollow chamber two romantic couples have been married!

FORT SNELLING.

Two miles below Minnehaha, on the edge of the bluff at the confluence of the Minnesota and Mississippi Rivers, we come to Fort Snelling, which is the oldest settlement and oldest government post in Minnesota. It was commenced in 1820 by a detachment of the 5th regulars, under Co. Josiah Snelling, and finished in 1822. It was first called "Fort St. Anthony," but in 1824 Gen. Scott visited it and was so pleased with it, that out of compliment to Col. Snelling, who superintended its erection, he proposed to the War Department to call it Fort Snelling, which was done. It was the principal post in Minnesota for many years. In 1857 the garrison was discontinued and the fort remained dismantled until 1861, when the 1st regiment of Minnesota volunteer infantry took possession of it. During the war it was the State Military Rendezvous, and at times as many as three or four thousand men were here in garrison. It is now occupied by a portion of the 10th infantry, and is the headquarters of this Military District.

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The fort is built of limestone, in the form of a hexagon, and is quite neatly and handsomely constructed. It never was designed to be secure from any foe but Indians, and is but poorly fortified. It stands on the point of a high promontory, a conspicuous object for miles around, while from its bastions a fine view is obtained of the Mississippi and Minnesota valleys for many miles. It is a lovely sight in summer and autumn.

MENDOTA.

On the opposite side of the Minnesota is the ancient town of Mendota. The name is Sioux, and means "the meeting of the waters," as it is situated at the confluence of the Mississippi and Minnesota. The Sioux formerly had a village here since time immemorial. In 1819 the detachment of troops sent to build Fort Snelling, made a cantonment near the mouth of the Minnesota, traces of which still exist, so that it may claim to be the oldest settlement in Minnesota. Mendota was the seat of the Indian Agency for several years subsequent, and was called "St. Peter's," of "New Hope." It was also chosen as the headquarters of the American Fur Company, and was an important trading post until St. Paul was settled, in 1847 or '48. When the Territory was organized it was strongly urged by some members of Congress as the seat of government of Minnesota, but St. Paul finally carried the day. Its population is about 200 persons, mostly French, as the queer Canadian architecture of the houses shows.

THE FERRY.

After winding around the edge of the hill, down a steep grade, we come to the ferry across the Mississippi. It is a flat-boat, which is guided by a pulley on a wire rope.

After ascending the steep hill on the other side, another fine view is had of the fort, Mendota and the river valley.

FOUNTAIN CAVE.

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Just before coming to St. Paul and to the right of the road, near the stone brewery, in a romantic dell, is "Fountain Cave," a remarkable natural curiosity. It is a large cave, apparently hollowed out of the white sandrock by a stream which flows through it. The visitor can explore it for several hundred feet, with a candle. There are two or three spacious and lofty rooms, the principal one being twenty-five feet wide, twenty feet high and one hundred feet in length.

LAKE MINNETONKA.

No tourist visiting St. Paul or Minneapolis should fail to visit Lake Minnetonka. It is on the main line of the St. Paul and Pacific Railroad, twenty-one miles west of St. Paul and twelve miles from Minneapolis, being only about an hour's ride from the former place. It is one of the largest and handsomest lakes in Minnesota. It is irregular in shape, some ten or twelve miles in length and several in width, but cut up into innumerable bays, 60 arms, inlets, &c., so that its greatest width at any one place is not more than four or five miles, yet it has over 200 miles of coast.

The shores are picturesque and romantic, sometimes rising in bold cliffs, crowned with grand old forests, and in other places sinking to a flat and sandy beach. The water is clear and cool and very deep, and one can see objects at the bottom at a considerable depth.

We do not know of a more delightful place for the pleasure seeker or invalid than Lake Minnetonka. The lake is full of fish, some of them very large, and an inexperienced angler can often catch 200 pounds a day. The lake affords ample room for sailing, and nothing is more delightful than a sail among its islands. It will take a week to explore it all. Game is very plenty in the woods near by and on the islands. Parties sometimes camp out on the islands in the fall and remain for weeks, hunting and fishing.

There are hotels at Wayzata and boats are to be had. There are also two towns, Excelsior and St. Albans, on the south shore of the lake. A small steamer has been built on the lake, to run daily between those towns and Wayzata.

61

McGREGOR TO SAINT PAUL.

[By Milwaukee & St. Paul R. R.—Two passenger trains daily.]

ARRIVAL AND DEPARTURE FROM ST. PAUL.

Eastern Express (day) leaves 7:45 a.m.—arrives 7:15 p.m.

Eastern Express (night) leaves 3:45 p.m.—arrives 11:10 a.m.

TABLE OF DISTANCES FROM MINNEAPOLIS, MINN., TO NORTH M'GREGOR, IOWA.

Minneapolis to— Minnehaha 5

Mendota 9

Westcott 16

Rosemount 22

Farmington 29

Castle Rock 36

Northfield 42

Dundas 45

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Faribault 56

Medford 65

Owatonna 71

Aurora 80

Blooming Prairie 89

Lansing 98

Austin 104

Rose Creek 112

Adams 119

Le Roy 130

Chester 136

Lime Springs 142

Cresco 153

Ridgeway 162

Conover 169

Calmer 172

Ossian 178

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Castalia 183

Postville 189

Luana 196

Monona 200

Spaulding 207

Giard 209

North McGregor 215

McGregor.

The eastern terminus of the McGregor and Western Railroad, and the Minnesota Central, now called the Milwaukee, St. Paul and Minneapolis Railway.

[For full description of McGregor, see page 25.]

62

North McGregor.

One mile from McGregor City. It is a small village of about 500 inhabitants. It was settled in 1863. There are, besides the railroad buildings, two hotels, three or four stores, a foundry, and several manufacturing establishments.

Giard Station.

This is a station for the use of the town of Giard, 2½ miles to the southeast. It contains only about 200 inhabitants. From this station the grade commences to ascend, sometimes 65 feet to the mile.

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Monona.

Fourteen miles from McGregor we come to Monona, a flourishing town in the midst of a fine agricultural region, with which it has a large trade. It has five stores, two hotels, several manufacturing establishments, and three churches.

Luana.

Eighteen miles from McGregor is Luana, an incipient town, growing fast, but as yet small.

Postville.

A town twenty-six mile from McGregor—a substantial and prosperous place. It contains about 600 inhabitants, and has a number of stores and shops.

Castalia.

Thirty-three miles from McGregor. It is a small village containing one hotel, several stores and three churches.

Ossian.

A town of about 500 inhabitants, forty miles from McGregor. It was laid out in 1864. There are nine stores, three hotels, and several factories. There is a large amount of produce shipped from this station, as the region hereabouts is very rich.

Calmar.

Seven miles from Ossian is Calmar, a thriving village, containing two hotels, several stores, a church and one or two manufacturing establishments.

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Conover.

This town, fifty miles from McGregor, was laid out in 1865, but has had a rapid growth. It now numbers 1,000 inhabitants. It has four hotels, two livery stables, eight or ten stores, and a steam elevator.

Ridgeway.

A station eight miles beyond Conover, in a rich agricultural region.

Cresco.

Sixty-six miles from McGregor we come to the important town of Cresco. It is in a finely timbered region, and is a shipping point for a large amount of produce. The town was laid out in 1866, and there are now 200 buildings, and 1,000 inhabitants. It has four hotels, eight or ten stores, and a number of shops and other business establishments. A steam elevator has also been built here.

Lime Springs.

A small village located on the left bank of the Upper Iowa River. It has a church, flouring mill, and one or two stores.

Chester.

This is the last point in Iowa, and soon after leaving it we enter Minnesota. The first stopping place after crossing the line is

Le Roy.

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This is a small village in the southeast part of Mower county. It is pleasantly situated on a small stream of water, which affords water power for turning two mills. There is a hotel here, and several stores.

Beyond Le Roy are wide prairies thinly settled, and only one or two important stopping places, until we arrive at

Adams.

This young town is 11 miles north of Le Roy and 15 miles Southeast of Austin. It is the headquarters of the Northwestern Stage Company, and stages leave here for Stacyville, St. Ansgar, Mitchell, Osage, Floyd, Charles City, Nashua, Waverly, &c., connecting with the Dubuque & Sioux City Railroad.

64

Austin.

This town, which is the county seat of Mower county, is 110 miles from McGregor and 103 from St. Paul. It is located on the west bank of Cedar River, in the midst of a fertile farming region. The town was laid out in 1855, and has since grown very rapidly. The present population is about 1,000. Austin has a large trade with the surrounding country, and some parts of Northern Iowa, and is becoming one of the most important interior towns in the State. It has two or three hotels, five churches, a fine school house, a number of stores and manufacturing establishments. At this point the Southern Minnesota Railroad, to be completed this summer, is expected to cross the St. Paul & Milwaukee.

Lansing.

Six miles beyond Austin is the town of Lansing, containing about 300 inhabitants. It has several stores and shops, and is rapidly becoming a thriving town.

Blooming Prairie.

A station 15 miles from Austin and 88 miles from St. Paul. It is a small village in a prairie region.

Aurora.

A station 9 miles from Blooming Prairie, and 9 miles south of Owatonna.

Owatonna.

The county seat of Steele County, is situated at the junction of the Milwaukee & St. Paul and the Winona & St. Peter railways. It is, by the former, seventy miles south of St. Paul and 114 miles from McGregor. By the latter, it is ninety miles from Winona, the eastern, and forty miles from St. Peter, the western terminus. Situated so favorably, Owatonna is thus an important railroad town. It is built on the east bank of the Owatonna or Straight River, which here flows northward. The town was laid out in 1856, but as lumber had to be hauled over fifty miles, the the town did not grow much until the completion of the two railroads in 1866, since which it has increased rapidly. The population now is about 3,000. There are five churches, a fine school 65 house that cost \$25,000, and a number of fine stores, dwellings and other substantial buildings, besides an elevator and two depots and freight houses.

Clinton.

A flag station four miles from Owatonna. The town of Clinton Falls lies about half a mile from the railroad.

Medford.

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Six miles from Owatonna is Medford. It lies on the east bank of Straight River, and has about 250 inhabitants. There are several stores, one or two churches, and a fine school house.

Faribault.

The flourishing young city of Faribault, the county seat of Rice County, is located at the confluence of Straight and Cannon Rivers, fifty-five miles south of St. Paul. It is one of the largest cities in Minnesota, and contains about 4,000 inhabitants. The town was the site of an old trading post, kept by Alexander Faribault since 1826. The first frame house was built in 1854, by Mr. F., and the town was laid out in 1855. Since the completion of the railroad in 1865, it has grown rapidly.

The two rivers between which it is situated furnish an abundant water power, by means of two dams across Straight river and three across the Cannon, which operate five flouring and several saw mills, and other factories, besides which several are run by steam.

Faribault is a city of churches and schools. The Episcopalians have here their College for boys, the "Shattuck Grammar School and Seabury Mission," and a young ladies' seminary, St. Mary's Hall—both excellent Colleges. There is also the Central High School, of stone, costing \$30,000, and four primary schools.

The Episcopal Cathedral, a magnificent edifice, will cost when finished \$100,000. Right Rev. H. B. Whipple, Bishop of this Diocese, resides here. There are six other churches, the Catholic, on a high hill, being especially prominent.

The State Asylum for the Deaf, Dumb and Blind is located here, on the bluff east of the city. It cost \$53,000, and is a substantial building.

Library of Congress

Faribault has several hotels, and a large number of business houses, and does a large trade with the surrounding country.

Dundas.

Eleven miles from Faribault we come to Dundas, a pleasant village on the Cannon river. The town was laid out in 1857 by the Messrs. Archibald, who built a dam and erected a flouring mill. There are several stores, two or three churches, two hotels, and one or two manufactories here. Population about 500.

Northfield.

Three miles from Dundas is Northfield, built on the east bank of the Cannon river. It is 38 miles from St. Paul. The town is handsomely located, on the edge of a rolling prairie, and near extensive forests. The town was laid out in 1855, by J. W. North, after whom it is named. Since the completion of the railroad it has grown very rapidly, and now numbers 2000 inhabitants. There are a large number of stores, mills and factories, four churches, and a fine hotel. The Congregationalists have established a College here, with an ample endowment, and a fine edifice is being erected for it.

Castle Rock.

A station six miles beyond Northfield. It takes its name from a lower of white sand rock which rises forty feet above the prairie, plainly visible from the cars, about a mile east of the track. It is a remarkable curiosity.

Farmington.

A village in Dakota County, twenty seven miles south of St. Paul. It was laid out only in 1865, but has grown to be a considerable town in that short time. There is here a hotel, a fine school house, churches, grain elevator, several stores, &c., and a population of

Library of Congress

several hundred. Farmington is the junction of the projected "Hastings, Minnesota River & Red River Railroad" with the Milwaukee & St. Paul Railroad. It is in the midst of one of the great wheat growing districts of Minnesota, and the traveler can here see some fine prairie farms.

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Rosemount.

A station twenty-one miles from St. Paul, located on the prairie.

Westcott , six miles further, is also a station and small village.

Mendota.

Six miles from St. Paul, the intersection of the St. Paul & Sioux City Railroad (formerly the Minnesota Valley Railroad,) with the Milwaukee & St. Paul Railroad. [See description of Mendota in a previous chapter.] At this station passengers for Minneapolis and those for St. Paul separate.

68

THE FIRST DIVISION OF THE St. Paul and pacific **RAILROAD COMPANY.**

This Company now offers For sale **ONE MILLION ACRES OF LAND** along their Main Line, viz: from Minneapolis *via* Crow River, Waverly through Meeker, Kandiyohi and Monongalia Counties to the western boundary of the State; and **HALF A MILLION ACRES OF LAND** along their Branch Line *via* from St. Paul *via* St. Anthony, Anoka, St. Cloud, Sank Rapids, to Watab, on the Upper Mississippi. The lands comprise Timber, Meadow and Prairie Lands , and are all within easy distance of the Railroad, and in the midst of considerable of the Railroad, and in the midst of considerable settlements, convenient to Schools and Churches. The prices range from five to ten dollars per acre, and terms are made easy by long credit.

Library of Congress

For further information apply to the local agents at Anoka, St. Cloud, Sauk Rapids, Lake Ripley, or to the **Land Commissioner**

First Div. St. Paul & Pacific R. R. Co., St. Paul. Office on Levee near Railroad Station.

69

FROM SAINT PAUL TO SAUK RAPIDS. [By the St. Paul and Pacific Railroad.]

Two rapids daily between St. Paul and Sauk Rapids.

Leave St. Paul 7:45 a.m. Arrives Sauk Rapids 12:45 p.m.

Leave St. Paul 2:00 p.m. Arrives Sauk Rapids 7:30 p.m.

Leave Sauk Rapids 7:30 a.m. Arrives St. Paul 12:20 p.m.

Leave Sauk Rapids 2:15 p.m. Arrives St. Paul 7:05 p.m.

St. Anthony.

The city of St. Anthony, the first point on this line, is situated ten miles west of St. Paul. It is on the east bank of the Mississippi, at the Falls of St. Anthony, at the head of navigation on that river, 2150 miles from the mouth. Father Hennepin was the first white man who never visited St. Anthony's Falls in 1680. The first settlement was made by Franklin Steele, in 1837. He erected a log cabin on the site of the city. In 1838 he caused several acres of land to be broken up and cultivated. In 1848 a saw-mill was built, after much difficulty, and some frame houses erected. The site of the city was the same year purchased of Government for \$1.25 per acre. In 1850 there were two or three hundred people in St. Anthony, and it grew rapidly until the panic of 1857 checked it, since which its progress has been more slow. It was incorporated as a city in 1855, and has now a population of about 4000 inhabitants. It is the seat of the State University, a finely endowed institution of learning. It has also one or two elegant school buildings, and several handsome churches.

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The manufactures of the city are very extensive, and with the finest water power on the continent the future of the city is flattering. 70 A further description of the city, &c., is given on page 48.

[The "Main Line" of the St. Paul and Pacific Railroad branches off here, and runs westward to Litchfield. See guide to that route elsewhere.]

Manomin.

This village is the county seat of Manomin county, a small unorganized county containing only six square miles. The population is very small. It is 17 miles from St. Paul.

Anoka.

This is at handsomely situated town, 30 miles north of St. Paul, and quite an important point. It is built on both sides of Rum river, and near its mouth, whence its name, meaning in Chippewa "both sides." It is in the midst of a good agricultural region, and fine hardwood forests, and has several large manufacturing establishments, driven by a fine water power on Rum river. This river penetrates the pineries, and immense quantities of logs are floated down it, part of which is sawed up here, and shipped by rail to St. Paul. Anoka is the county seat of Anoka county. It has five churches, several stores, one graded school, and a number of tasty residences. Population 1500. Fine sport is to be found in the vicinity.

Itasca.

A small village, thirty-six miles from St. Paul. It is one of the oldest settlements in the State, and was a formidable rival to St. Paul in the location of the Capital.

Across the river, opposite Itasca, is the town of *Dayton*, in Hennepin County. It is at the mouth of Crow River, and is a thriving place of one or two hundred inhabitants. Some

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manufacturing is done here. The town is surrounded by valuable hard-wood forests, and by a rich farming region.

Elk River.

This is a small village in Sherburne Country, situated on a bend of the Mississippi, forty miles from St. Paul, named from Elk River, which empties into the Mississippi near here. One mile from here is Orono, county seat of Sherburne County, situated on Elk River, and is quite a manufacturing place.

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Big Lake.

This is the name of a thriving station, fifty miles from St. Paul, on the edge of Big Lake. It has a population of about 200, and is rapidly growing. The railroad Company has here erected an elevator and other substantial buildings, and several stores have sprung up, which do a large trade. Big Lake, close by, is a favorite resort for sportmen, as is also Eagle Lake, two miles to the east.

Two miles west of Big Lake, on the opposite bank of the Mississippi, is Monticello, formerly county seat of Wright County. It is a flourishing town of about 500 inhabitants. Stages run from Big Lake to Monticello and return, to all regular trains. Monticello is a favorite resort for sportsmen, fine hunting and fishing being found near there.

Clearwater Lake Station.

This is a station sixty-five miles from St. Paul. It is opposite the town of Clearwater, which is on the west bank of the Mississippi, at the mouth of Clearwater River, two miles west of the station, and which is quite a thriving town. An elevator has been built at Clearwater Lake Station.

East Saint Cloud.

This is a village that has sprung up on the east bank of the Mississippi, opposite St. Cloud, since the completion of the road, and was for some time its terminus. A town has been laid out here, and the Railroad Company has built an elevator and a fine depot.

Sauk Rapids.

The terminus of the road, is situated on the east bank of the Mississippi, seventy-eight miles (by rail,) from St. Paul. It takes its name from the "Sauk Rapids" of the Mississippi, opposite which it is built. The site is a beautiful one, being a level plateau between the river's bank and a range of bluffs, distant about half a mile from the river. The place was first settled on in 1850, and in 1854 the town was laid out. It now contains two churches, two hotels, several stores, and a railroad depot and other buildings. The population is about 1,000 and growing very rapidly.

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Sauk Rapids furnishes a very fine water power, the fall being about eighteen feet in less than a mile. A company with abundant capital is building a dam 600 feet in length across the river, and several parties are about to build mills and factories there.

Inexhaustible beds of granite are found in and near the town, some of which is quarried and sent to St. Paul for building purposes.

There is excellent sporting to be had near Sauk Rapids, especially in the fall, and some remain here the whole summer.

St. Cloud.

This handsome town is situated on the west bank of the Mississippi, opposite East St. Cloud station, with which it is connected by a fine bridge. It is 75 miles distant from St.

Library of Congress

Paul. The town is built on a level plateau, about 70 feet above the river, and is handsomely laid out. It contains some fine building and elegant private residence. The town was laid out in 1855, the first house having been only the year previous. It was incorporated as a city in 1862. The growth of St. Cloud has been very rapid, and it now contains over 2000 inhabitants. The completion of the St. Paul Pacific Railroad to this points in 1866 gave it a great impetus. There are now over 200 business houses, all of them doing a good trade, as Cloud is the chief point of supply for a very large region beyond it, all of the Red River trade centering here, and the transportation to frontier posts being managed here. There is considerable manufacturing done here, and the improvement of Sauk rapids will increase it still more. St. Cloud is the county seat of Stearns County. The Court House and Jail are substantial buildings. There are five churches, that of the Catholics especially being a fine edifice, and a number of valuable business blocks. The United States Land office is located here, and the State Normal School, for which a building has just been purchased.

St. Cloud is surrounded by a rich agricultural region, which is being fast settled. It is expected that the Northern Pacific Railroad will cross here, as one of [its surveyed routes touches at this point.

W. V. B. MOORE, PROPRIETOR OF THE **CLIFTON HOUSE**, **Front Street**, **MANKATO**, **MINNESOTA**.

BANK OF LeSUEUR, LeSueur, - - Minnesota, Does a General Banking and Exchange Business, **GEORGE D. SNOW**, **Banker**.

NORTH WESTERN HOTEL, ST PETER, - - MINNESOTA, A.H. BENHAM, Proprietor,

The North Western Hotel furnishes first class accommodations for visitors, pleasure seekers and sportsmen, is centrally located, with stage to and from the depot.

Headquarters for all the stage routes from this point.

WILSON C. BROWN, (Late of the U.S. Land Office.) GEN'L LAND AGENT, ***Saint Peter, Minnesota.***

Choice Farming Lands for sale, Taxes paid for Non-Residents,

Having been connected with the U.S. Land Office at St. Peter, Minn., for over five years past and gained a thorough acquaintance with the Land Laws, Rules, Decisions &c., will devote especial attention to the prosecution of claims before the U. S. Local and Gen'l Land Offices. Land titles examined and perfected.

Patents for land obtained & Refers to Register and Recorder, U. S. Land Office at St. Peter and Winnebago City, F. Al. Donahower, Banker St. Peter, Minn.

1869. THE 1869

ST. PAUL AND SIOUX CITY (LATE MINNESOTA VALLEY) RAILROAD COMPANY
From ST. PAUL via Mankato to SIOUX CITY.

Completed to Mankato—86 Miles.

A LAND Grant of 1,200,000 Acres.

The Company now offer for Sale and Settlement **550,000 ACRES** of their Lands, comprising some of the very finest and most productive farming land in the West, at prices from \$5 to \$10 per acre.

These lands were old sections, withdrawn from sale in 1857, the even sections being mostly sold to actual settlers. The county is consequently well settled and improved, with roads, school houses, churches, and numerous towns and village.

The lands consist of both timber and prairie, with rich soil and finely watered, with a climate superior to that of any of the Western States.

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The lands now offered are situate in the counties of Dakota, Hennepin, Carver, Scott, Sibley, LeSueur, Mcleod, Nicollet, Blue Earth, Brown, Watonwan, Martin and Cottonwood.

GENERAL TERMS OF SALE:

One-tenth cash, balance in five annual payments, with interest at the rate of seven per cent. per annum, or a discount of ten per cent. on nine-tents of purchase money for cash sales.

All applications for the purchase of lands, or any information regarding them may be addressed to the "LAND DEPARTMENT," St. Paul & Sioux City Railroad Company, St. Paul.

OFFICERS OF THE COMPANY:

E. F. DRAKE, *President*,

J, L. MERRIAM, *Vice Pres't*.

G. A. HAMILTON, *Secretary*.

H. THOMPSON, *Treasure*.

Saint Paul, Minnesota.

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ST. PAUL TO MANKATO. [By steamer, or by the St. Paul & Sioux City Railroad.]

ST. PETER AND MANKATO TRAINS.

Leave St. Paul 7:45 a.m.

Leave St. Paul 3:45 p.m.

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Leave Mankato 9:00 a.m.

Leave Mankato 6:30 a.m.

Arrive Mankato 3:45 p.m.

Arrive Mankato 8:30 p.m.

Arrive St. Paul 4:50 p.m.

Arrive St. Paul 11:10 a.m.

TABLE OF DISTANCES BY ST. PAUL AND SIOUX CITY RAILROAD FROM ST. PAUL TO LE SUEUR.

St. Paul to— River House 1

Elevator 4

Mendota 6

Nicols 11

Hamilton 18

Long Lake 23

Shakopee 28

Merriam 32

Davidson 36

Brentwood 39

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St. Lawrence 43

Belle Plaine 47

Blakeley 52

Rudolph 59

Le Sueur 64

St. Peter 72

Mankato 84

TABLE OF DISTANCES BY RIVER.

St. Paul to— Mendota,} Fort Snelling,} 5

Credit River 16

Bloomington 20

Shakopee 32

Chaska 38

Carver 42

Louisville 46

Rapids 47

Strait's Landing 56

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St. Lawrence 63

Belle Plaine 69

Henderson 80

Le Sueur 90

Ottawa 102

St. Peter 118

Mankato 148

New Ulm 208

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The tourist who wishes to see one of the richest parts of Minnesota, should not fail to take a trip up the Minnesota River, either on some of the small but comfortable steamers which run on that stream, or on the St. Paul and Sioux City Railroad.

The Minnesota, or St. Peter's River, is one of the principal tributaries of the Mississippi in this region. It is navigable during a fair stage of water, which generally lasts most of the season, for steamers of medium draught, to Mankato, a distance of 148 miles; and during good stages of water, for several weeks of each year, to New Ulm, 200 miles from its mouth, and even to Yellow Medicine, nearly 300 miles. It is asserted that with small expense it could be made navigable to Big Stone Lake, its source, 400 miles from its mouth, and from thence boats be made to run to Lake Traverse, and through it into the Red River of the North. The river is very crooked and narrow in some places, but surveys are now being made with a view of greatly improving its navigation.

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The scenery of the Minnesota is very fine. A portion of the way it runs through bottoms from 3 to 5 miles wide, its banks fringed with trees, and meadows of tall grass stretching away on each side. Again it winds along under tall forest-crowned hills, or along fertile fields, dotted with houses and well tilled farms. The soil of the whole valley is very rich, and as it is settling up fast, immense quantities of grain and other produce are shipped down the river. There are a number of flourishing towns along the Minnesota River.

West Saint Paul.

This is the present eastern terminus of the road, though in a few months it will cross the river, and erect permanent buildings on the east side. West St. Paul is a small town of about 300 inhabitants. It was laid out about twelve years ago, and for some time bid fair to be a place of some importance, but its site was below high water mark, and it has several times been overflowed. Part of the town, situated back on the "second table" land, is quite a neat village. The Catholics have recently erected a fine church here.

Mendota.

Six miles from St. Paul we come to Mendota, which is the 77 junction with the Milwaukee & St. Paul Railway, and at the Mouth of the Minnesota River. [For full sketch of the town see page 58.]

Nicols, Hamilton and Long Lake.

These are small stations between Mendota and Shakopee. There are some fine farms along the line, and the ample meadow lands support large herds of cattle. At Hamilton, or Credit River, is a fine grist mill.

Shakopee.

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The county seat of Scott County, is handsomely laid out on an elevated prairie on the south bank of the Minnesota, twenty-two miles by rail, and twenty-eight by river, from St. Paul. It was laid out in 1852, and named for a Sioux chief named *Shak-pay*, or "six," whose village was on the site of the town, and remained here until the Indian war in 1862. In 1858 a party of Chippewas attacked the Sioux, and a bloody battle ensued in the woods across the river, in sight of the town, a number being killed and wounded on both sides. The town contains about 1,500 inhabitants, and has two hotels, five churches, a good court house, and a number of stores. Many of the buildings are of brick and stone, and substantially built. Scott County is a rich agricultural region, and well settled up. There is an elevator at this station.

Chaska.

On the north bank of the Minnesota, forty-seven miles above St. Paul by river, is a neat and thriving town, and county seat of Carver County. Population about 1,000. It has one or two hotels, two or three churches, a neat brick court house, several breweries and several stores. Many of the buildings are of cream colored brick, made near here, and shipped to St. Paul in great numbers in barges. Woods, hoop poles, staves, &c., from the large forests near by, are also floated to St. Paul in great quantities. The town is named after Chaska, an Indian chief. The station of Merriam, opposite the town, was established for its convenience, and a stage plies between the two places twice a day.

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Carver.

Two miles above Chaska by land, and four by water, is the town of Carver. It is a handsome place of 600 inhabitants, has a number of substantial buildings, and does a large trade with a well settled and very fertile region back of it. The county and town are named after Jonathan Carver, who explored the Minnesota River in 1766. It was settled in 1850 and laid out in 1855. During low water Carver is practically the head of navigation on

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the Minnesota, as boats cannot get over the rapids, four miles above here. Stages leave Carver tri-weekly for Glucose, and weekly to Hutchinson.

Brentwood.

A station opposite the town of Jordan, which is half a mile distant. There is an elevator here, and a village has commenced to grow up.

Belle Plaine

This town is built on an elevated plateau of land, in a beautiful location, 48 miles by rail and 70 miles by river from St. Paul, on the south bank of the Minnesota. The town was laid out in 1854, but has grown rapidly since the railroad was completed there, in 1866. It has now about 1,000 inhabitants, a fine hotel, several churches, stores, a grain elevator, &c., and is in a fertile farming region, well timbered. We are now in the midst of the Big Woods, a dense belt of fine timber stretching across the State for two or three hundred miles, and 40 or 50 miles wide.

Henderson.

Capital of Sibley County, on the north bank of the river, 99 miles from St. Paul. It is the river port of a pretty well settled and rich region back of it, but the town is liable to overflow, and has grown slowly. Population, 1000. The station of Rudolph, on the Railroad, 59 miles from St. Paul, was established to accommodate Henderson.

Le Sueur.

Five miles farther on is Le Sueur, the capital of Le Sueur County, a fertile agricultural district, well settled up with an intelligent farming class. It is on the south bank of the river, 111 79 miles from St. Paul, and 64 by rail. It is quite a point for the shipment of produce. The town contains about 1,000 inhabitants, and considerable business is carried on here. There is a fine hotel, several churches, a number of substantial stores and tasty

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residences, and an elevator. The site is a beautiful one, and the town wears a neat and thrifty appearance. Persons having business in this vicinity will do well to read the card of Geo. D. Snow, banker.

After passing Ottawa Station, a short distance beyond, we next arrive opposite.

Saint Peter.

The county seat of Nicollet County, is handsomely situated on the west bank of the river, 72 miles from St. Paul by rail, and 134 miles by river. St. Peter is quite a commercial emporium, and is surrounded by a rich and well settled region. It will also soon be the western terminus of the Winona and St. Peter Railroad. Its population is about 2,500. The town was laid out in 1854, and at one time had been selected as the Territorial Capital, but the bill was defeated by some informality. There are a number of substantial buildings in St. Peter, and a large trade is carried on with the surrounding country.

The Northwestern Hotel, kept by A. H. Benham, is an admirable place to stop. The hunting and fishing in the vicinity is excellent, and Mr. Benham will take pleasure in directing his quests to the best spot to obtain them. There is a U. S. Land Office here, the district of which embraces a large amount of the finest land. Persons desiring to locate or purchase, should call on Willis C. Brown, land agent.

The State Lunatic Asylum, a short distance above the city, is plainly visible from the cars. It is a handsome stone structure, and has cost over \$100,000.

Mankato.

The county seat of Blue Earth county, is on the south bank of the Minnesota, near its great bend. It is 164 miles distant from St. Paul by river, and 84 by the Valley Railroad, which is now completed to this place. It is the head of navigation during most of the summer, and is the river port for shipping the products of 80 a very large and fertile region to the south

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and west of it. Hence its trade is large, and it is rapidly growing in importance as one of the principal cities in Minnesota. Its population is about 3,500.

The town was laid out in 1852, and has grown steadily. The Sioux was injured it greatly for a year or two, by the depopulation of the country around it, but it has now recovered from those panics. It was at Mankato, in December, 1862, that the thirty-eight Indian murderers were hung, and the spot is pointed out by the inhabitants as an interesting memento of that historical event.

Mankato is situated rightly to become a great commercial city. It will soon be connected by rail with Winona, and via St. Paul with Lake Superior. When the St. Paul & Sioux City Railroad is completed it will also be on the great line to the Pacific. Other lines are projected, with Mankato as the focus.

Mankato has a number of fine buildings of brick and stone, both of which abound here. A brick school house has just been completed that cost \$20,000. The Second State Normal School is located here, and a fine edifice for its use is now in progress. The Notre Dame (Catholic) School is also located here. There are a number of valuable business blocks and residences. Manufacturing is carried on to a considerable extent. There is a woolen mill, an oil mill, several furniture factories, a fanning mill factory, &c. Walnut lumber abounds in the vicinity, and is exported in large quantities.

The Clifton and Mankato House, the principal hotels in the city, are well kept public houses.

[Stages run to Fort Ridgely, New Ulm, Red Wood Falls, Blue Earth City, Albert Lea and Waseca.

New Ulm,

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The county seat of Brown county, is situated on the south bank of the Minnesota, 200 miles from St. Paul and 60 above Mankato. It was laid out in 1857 by a German colony from Cincinnati. In the Sioux war of 1862 it was almost burned down, and many of the inhabitants butchered. Two fierce battles were fought with the Indians, who besieged the place Aug. 19 and 28, but were repulsed. Since then the town has been rebuilt, and is more flourishing than ever. Its population now is about 1200. The region around it is fast settling up, and considerable wheat is shipped from New Ulm every year.

Red Wood Falls.

This is the name of a thriving town at Red Wood Falls, on the Upper Minnesota. Though only laid out in 1865, it contains several hundred inhabitants, and the country around it is fast settling up.

CHEAP FARMS IN MINNESOTA. Lake Superior and Mississippi R. R.

The line of this Road is from St. Paul, Minn., (the head of navigation on the Mississippi river), to Lake Superior, a distance of 150 miles. It connects at Saint Paul with each of the long lines of railroads traversing the State in all directions, and *converging at St. Paul*

It connects the Commerce and Business of the Mississippi and Minnesota Rivers, and of the States west to the Pacific Ocean, with Lake Superior, and (by way of the Great Lakes) opens up a *cheaper outlet* for the productions of this vast country, by which to reach the *Eastern Markets* and the *Markets of Europe*

It being practically as near by water lines from the head of Lake Superior to New York, as from Chicago, Ill., the distance to market from the State of Minnesota and the States west is lessened, and the cost of transportation decreased, thus placing the lands along the line of this road in as favorable a situation for market as any in the State of Illinois, and

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giving them a value independent of their superior quality, *far in advance of those of any other Road in the State*

Twenty Cents saved in sending a bushel of wheat to market *adds Five Dollars* to the yearly product of an acre of wheat land. And what is true of this will apply to all other articles of farm product, and demonstrates that the value of land depends largely on the price at which their products can be carried to market.

THE LAND GRANT In aid of the construction of this Road **(10,880 Acres per Mile)** amounts in the aggregate to 1,632,000 Acres.

Large portions of these lands are the best adapted of any in the State for the production of WHEAT, CORN, OATS, and all kinds of roots and other vegetables.

Many contain large bodies of natural meadows or GRAZING LANDS. Others are well timbered with Oak, Maple, Ash, and other hard wood timber; and on others are large bodies of White and Yellow Pine.

The lands are well watered by running streams and innumerable lakes, and within the limits of the lands belonging to the Company there is an abundance of water power for manufacturing purposes.

These Lands are Offered on Long Credits and at Low Rates.

For further particulars apply to **WILLIAM L. BANNING, President and Land Commissioner**, St. Paul, Minn.

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FROM SAINT PAUL TO LAKE SUPERIOR. [Lake Superior & Mississippi, extending to Wyoming, thirty miles —Depot Lower Third street.]

Mail, departs 7:30 a. m. Mail, arrives 5:30 p. m.

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The route to Superior is partly by rail and partly by coach. The Lake Superior & Mississippi Railroad is completed to Wyoming, thirty miles. From there the traveler goes by coach. During the present season the railroad will be pushed vigorously, and by fall most of the journey can be made in the cars. Of the completed portion we give a guide to the route:

TABLE OF DISTANCES.

St. Paul to— Lake Phelan 3°

White Bear Lake 10

Bald Eagle Lake 12½

Oneka Lake 17

Forest Lake 24

Wyoming 28

Lake Phelan.

This is the first station after leaving the city. Lake Phelan is a beautiful sheet of water, full of fish, and affording good sport. A hotel built here would pay. The water of this Lake, which is fed by unfailing springs and streams, is to be used by the St. Paul Water Company to supply the city with water, and the pipes will be laid the present season. It is about 100 feet above the general level of the city.

White Bear Lake.

This is the most celebrated pleasure resort in this region. A full description is given in the chapter "Drives around Saint Paul."

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Bald Eagle Lake.

Two miles and a half beyond White Bear Lake come to 85 another smaller but equally picturesque Lake, called Bald Eagle. It, too, is full of fish.

Oneka Lake.

This beautiful Lake, which is perfectly circular in shape, with lovely shores crowned with forests, is 17 miles from St. Paul. It is a beautiful spot. Three miles east of the station at this point is Centreville, which lies on Rice Lakes, a celebrated hunting ground annually resorted to by sportsmen in great numbers.

Crossing of Rice Creek.

Two miles farther on the road crosses Rice Creek, a considerable stream, draining a number of lakes.

Forest Lake.

About 24 miles from St. Paul is Forest Lake, a lovely sheet of water, and famous for its hunting and fishing. Good sport is found here the entire year. A hotel is kept at this point.

Wyoming.

This is a small village 28½ miles from St. Paul, near the crossing of the Sunrise River. It is in the heart of one of the finest hunting regions of Minnesota. Deer, bear, pheasants, prairie chickens, ducks, geese, and all other game are plenty in this neighborhood. Wyoming will probably be the terminus of the bad only a short time.

Chicago City.

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Six miles from Wyoming is Chicago City. You can get conveyance over very reasonable. Chicago City is a beautiful village situated on a neck of land between two lakes are noted for Green Lake and Chicago Lake. These two lakes are noted for their splendid hunting and fishing. The stories told by sportsmen of their luck there are almost incredible. There are good boats on these lakes, and the woods are full of game—making it a fine place for invalids and sportsmen to spend the season.

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87

WINONA TO SAINT PETER. [By Winona & St. Peter Railroad.]

Going east, mixed train leaves Waseca at 3:00 a. m. Arrives at Owatonna 4:18 a. m., and Winona 12:45 p. m. Eastern Express and Mail leaves Waseca at 10:15 a. m., reaches Owatonna 11:30, connecting with Milwaukee & St. Paul road for the East, and reaches Winona at 4:30 p.m.

Going west, mixed train leaves Winona at 7:00 a. m., reaching Owatonna at 3:55 p. m., where it halts. Western Express and Mail leaves Winona at 12:00 m., reaching Owatonna

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at 4:00 p. m., connecting with the M. & St. P. R. R. for St. Paul, reaching Waseca at 5:30 p.m.

DISTANCES FROM WINONA TO ST. PETER.

Winona to— Minnesota City 6

Stockton 11

Lewiston 19

Utica 22

St. Charles 28

Eyota 37

Chester 44

Rochester 50

Byron 59

Kasson 65

Dodge Center 71

Claremont 78

Owatonna 90

Waseca 105

St. Peter 140

Minnesota City.

Six beyond Winona, was laid out for a large city some years since, but is as yet only a small village. Here the railroad leaves the Mississippi River, and commences to ascend the valley Rollingstone Creek.

Stockton.

Eleven miles from Winona, is a small village situated in the narrow valley of the Rollingstone.

88

Lewiston.

Nineteen miles from Winona, is situated in the midst of a rich and well cultivated prairie. It has sprung up since the completion of the railroad, and is quite a busy point, having three hotels, several stores, an elevator, &c.

Utica.

Twenty-two from Winona, is a small village, containing two or three stores, a hotel, and a few dwellings.

Saint Charles.

Twenty-eight miles from Winona, is one of the most important towns on the road. It lies on the right bank of the south branch of Whitewater River. It was settled in 1853, and the town was laid out the following year. Prior to the completion of the road here, in 1863, the town contained only two or three stores and a few dwellings. Since that date, however, the town has grown rapidly, and now numbers 1,000 or 1,200 inhabitants. There is an elevator here

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that will handle 7,000 bushels per day, and a number of stores have been built. A union school house, costing \$14,000 has been built, and several neat churches.

Eyota.

Nine miles from St. Charles, and thirty-seven west of Winona is a village of about 400 inhabitants. The town was laid out in 1864, after the completion of the railroad here. It is the midst of a good farming region, and a grain elevator has been built here.

Rochester.

One of the principal cities in the State, and county seat of Olmstead County, is situated on the Zumbro River, fifty miles from Winona, and forty east of Owatonna. It is about eighty miles due south of St. Paul. Rochester was first settled in 1854; a cabin being built on the spot now occupied by the Bradley House. The town was laid out the same year. In 1858 it was incorporated as a city.

Rochester is a fine business point. It is neatly and handsomely built, many of the buildings being of brick, and very substantial. There are several fine churches, two or three hotels and a number of stores, many of them first class. One business block, 89 costing \$60,000, has recently been built, and a court costing nearly \$40,000. A central school is also built, four stories high, costing \$56,000, while the private residences would do honor to any city. A large trade is carried on with the surrounding country, which is well settled, and with neighboring towns. Large quantities of wheat are marketed here, and considerable is ground up in the three flouring mills. The Zumbro river furnishes sufficient water power here, and considerable manufacturing is carried on. There are two good seminaries here, a library association, a national bank, &c. The population of Rochester is about 4500, and growing rapidly.

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The stages of the Northwestern Stage Company, (office at American House) run to Lake City via Oronoco and Mazeppa, to Preston via Chatfield, to High Forest and Pleasant Grove.

Byron.

Nine miles from Rochester we come to Byron, another busy village brought into life by the railroad.

Kasson.

Sixty-five miles west of Winona is the thriving town of Kasson, in Dodge county. It was only laid out in the fall of 1865, but now contains 500 inhabitants. There are now three hotels, a number of stores, several manufactories, and a steam elevator of 60,000 bushels capacity. There is also a fine school building.

Mantorville.

Three miles north of Kasson in Mantorville, county seat of Dodge county. It is located in the beautiful valley of the Zumbro, and is a thriving and busy town of about 1,000 inhabitants. It has three flouring mills, a large brewery, several hotels, churches, &c., and a large and costly court house. There are fine limestone quarries here, and building stone is shipped from here by rail. It is contemplated to build a spur track from Kasson to this place.

Dodge Centre.

Is a flag station six-miles from Kasson, and 19 east of Owatanna. A village is rapidly growing up here.

Claremont.

Seven miles beyond Dodge Centre, and 12 east of Owatonna, is another village that has grown up since the railroad was completed here. It has several stores, a steam elevator, &c., and considerable produce is marketed here and shipped.

Owatonna.

Ninety miles from Winona is the junction with the Milwaukee & St. Paul Railway. [A description of the town is given on page 64.

Waseca.

Fifteen miles beyond Owatonna, and 105 from Winona, is the present terminus of the road. The town was only laid out in August, 1887, but is already quite a thriving point. It is near the centre of Waseca county, a rich agricultural region. The country about Waseca is well timbered and interspersed with lakes, making a good district for sportsmen. Clear Lake, near the village, is a favorite place for boating and fishing.

Stage leave on the arrival of the cars for Wilton, Mankato, St. Peter, Winnebago Agency, New Ulm, and other points.

91

FROM LA CROSSE TO RUSHFORD, [By Southern Minnesota Railroad.]

Leave LaCrosse, Wis., 9:00 a.m.

Leave Rushford 1:00 p.m.

Arrive Rushford 12:00 m.

Arrive LaCrosse 4:00 p.m.

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DISTANCES FROM LA CROSSE TO RUSHFORD.

From LaCrosse, Wis. to—

Grand Crossing, Minn 1

Hokah 5

Houston 18

Rushford 30

LaCrosse.

The eastern terminus of the road, and where the principal offices of the Company are located, is fully described on page 26.

Grand Crossing.

Opposite LaCrosse, formerly called LaCrescent, and usually known by that name, under which it is described on page 27. Here we first take seat in the cars, and start off up the valley of Root River.

Hokah.

Five miles from La Crescent, is built on Root River, and contains about 300 inhabitants. It was settled in 1851. Root River furnishes a good water power, which is used to some extent. The repair shops of the Southern Minnesota Railroad are situated here.

Yellow Banks, eight miles from LaCrescent, and Sprague's, fourteen miles from LaCrescent, are flat stations.

Houston.

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Eighteen miles from LaCrescent, is a small town built on Root River. It was settled in 1852. During the summer of 1857, a small steamer plied between this place and LaCrosse. The cars commenced to run here in 1866.

Rushford.

The present terminus of the road, is 90 miles from La Crescent. The town was settled in 1854, and laid out in 1856, but its principal growth has been since the completion of the railroad. Its present population is over 1,000. Root River, upon which it is built, furnishes a fine water power, and there are here a saw and grist mill, and woolen factory, besides several other manufacturing establishments. Its location as terminus of the road gives it a large trade with the surroundings region.

Stages leave Rushford on the arrival of the cars for Preston, Spring Valley, Austin, Albert Lea, Freeborn, Walnut Lake and Winnebago City.

93

FROM PRESCOTT TO TAYLOR'S FALLS. [From Prescott to Taylor's Falls, 54 Miles.]

DISTANCES FROM PRESCOTT TO TAYLOR'S FALLS.

Prescott, Wis., to

Hudson, Wis. 16

Stillwater, Minn 21

Marine Mills, Minn 96

Osceola, Wis 45

Taylor's Falls, Minn. 60

The St. Croix River.

Prescott is situated at the mouth of the St. Croix River, which is navigable for boats for sixty miles. The St. Croix River is one of the largest tributaries of the Mississippi in this region. It rises in Douglas county, Wis., near the head of Lake Superior, and flows southward, forming, during the greater part of its course, the boundary between Wisconsin and Minnesota. Its whole length is about 200 miles. It flows through a vast region of pineries and the lumber trade of the St. Croix is very valuable and extensive.

A sort of island or bar has formed across the mouth of the St. Croix, which has reduced its width to a very narrow channel. Shortly after leaving Prescott we enter

St. Croix Lake,

Which, like Lake Pepin, is merely a widening of the river. It is 30 miles in length, and in the widest place three or four miles across.

Hudson, Wis.,

The capital of St. Croix county, is handsomely situated on the east bank of the lake, 16 miles from its mouth. It is flourishing town, being the river port of a very rich agricultural region around it. The business part of the city was nearly all burned down about two years ago, but is now rebuilt. Population 2500.

94

Stillwater, Minn.

The county seat of Washington County. It lies on the west bank of the St. Croix, thirty miles from its mouth, and eighteen miles east of St. Paul, by land. Stillwater is one of the oldest towns in the State. It was settled upon by Joseph R. Brown, in 1840, and laid out as a town in 1848. There was then quite a population of lumbermen, and has ever since been

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the principal headquarters of the St. Croix lumber trade. Upwards of 100,000 acres of pine lands, lying on the St. Croix and its tributaries, are owned here. In 1866, 145,000,000 feet of logs were floated down the St. Croix, of which 35,000,000 were cut here. The largest lumber mill in Minnesota is situated here. There are several employing 300 or 400 men, and turning out acres of sawed stuff, which is rafted down the river.

This trade gives Stillwater considerable business importance, and it is a "solid" town, as its business houses, and handsome residences on the bluffs in the rear of the city, betoken.

Steamers of the largest class, from St. Louis and LaCrosse, and here almost daily, while there are two regular lines on Lake St. Croix, touching at Stillwater. There is also a daily line of Stages to St. Paul and to Taylor's Falls.

The population of Stillwater is about 3,500.

Taylor's Falls.

The county seat of Chicago county, is situated on the west bank of the St. Croix, 60 miles from its mouth. It is the head of navigation on the St. Croix. The town is beautifully situated in a romantic and picturesque valley. It is a thriving place of about 900 inhabitants. The principal business is lumbering. The Falls of St. Croix are just above town, and logs which have been floated down the river are "boomed" below the falls, and made up into rafts, or sawed up. Taylor's Falls is a favorite region for sportsmen and invalids, many of whom spend the entire season here.

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